

THE DEPARTMENT OF STATE BULLETIN

MARCH 22, 1941

VOL. IV: No. 91—PUBLICATION 1581

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Canada

GREAT LAKES - ST. LAWRENCE WATERWAY PROJECT

ADDRESS BY ASSISTANT SECRETARY BERLE¹

[Released to the press March 22]

Last Wednesday, in Ottawa, the Government of the United States and the Government of Canada signed a pact which is known as the Great Lakes - St. Lawrence agreement.

Now the Great Lakes - St. Lawrence development is the last great development possible in North America which could compare in importance with, let us say, the Panama Canal.

The St. Lawrence agreement contemplates two huge undertakings.

The first is the building of a dam across the St. Lawrence River near Massena, N. Y., capable of developing 2,200,000 horsepower of electricity. There are also provided additional works at Niagara Falls which will preserve the beauty of the Falls—and incidentally develop a large amount of additional power there. The United States will spend about 110 millions for its share. It is planned to go ahead and develop this electric power immediately.

The second big job is the authorization of a deep-water canal around, and locks to bypass, the dam. This will make it possible for an ocean-going ship to come from anywhere in the seven seas and dock at Buffalo, N. Y.; or Cleveland, Ohio; or Detroit, Mich.; or Chicago, Ill.; or Duluth, Minn.; or any other Great Lakes port. It will connect the whole of the Middle West with the whole of the open sea.

The engineers tell us that under normal conditions it will take about three and a half years

to build the dam and about four years to build the canal. This can be speeded up somewhat if we put the job on an emergency basis.

We want to start work on the dam as soon as the Congress approves the agreement and passes the necessary legislation. The sooner the better. We have to move fast on this phase of it. We need the electricity—and we need it now.

The Seaway is arranged a little differently. The agreement calls for its completion in 1948. But Canada and the United States have agreed to watch the situation so that they can push the Seaway at once if circumstances require it for the national defense. Or they can postpone it if in the opinion of experts war efforts call for handling it differently.

There is a story behind both of these projects.

The chapter about the dam and the need of electric power is the most interesting, because it is the most urgent. It is this.

The Lord Almighty so built the continent of North America that most of the water in the northeast quarter of the continent forms streams and rivers which flow into that huge collection of reservoirs we call the Great Lakes. This is an enormous amount of water. All of it funnels out to the sea through a single great millrace, which is the St. Lawrence River. If that water is ever harnessed, it will make the largest and cheapest supply of electricity available anywhere in the wide world.

Seven years ago, President Roosevelt foresaw the need of using this power and urged that a

¹ Broadcast over Station WMAL, National Broadcasting Co., Washington, March 22, 1941.

treaty with Canada be ratified so that the two countries could harness and use it. This was not a partisan matter; the treaty had actually been negotiated when Herbert Hoover was President. That treaty was not ratified, principally owing to the activities of the railroad and utility lobby in Washington—a lobby which, incidentally, is still on the job. Opponents of the project said—and many people were simple enough to believe them—that nobody would ever need that much power. The real point, of course, was that they did not want anyone to interrupt a power monopoly which then had things pretty much its own way.

Well, it is now 1941, and here is the situation. We are using all the electric power we can buy or scrape or beg in the St. Lawrence Valley and in the Niagara Valley above it. We are borrowing on temporary agreement all the electricity that Canada can spare for us. We are building our industries on the chance that Canada will graciously go on giving us the power that we need. But we know that Canada bitterly needs that power today for her own national defense.

Still worse, we have American companies begging us to get vast additional quantities of electricity—to borrow it, or buy it, or take it from Canada—although Canada has none to give. I have on my desk now letters from the O.P.M.² asking me to get them more power at Niagara; and requests from the Federal Power Commission asking whether we cannot get even more power from Canada for the St. Lawrence Valley. When I asked why they wanted this, I was told that the United States needs aluminum for airplanes; and chemicals for explosives; and electric furnaces for the new metals we put into planes and tanks and shells and rifles. I was told that we could not keep up the schedule in our rearmament unless electric power could be found to make the aluminum, to run the plants, to weld the steel, to keep the assembly lines moving.

Even if there had been no European war, and if we had not had to rearm, our figures show that we should have needed all the St. Lawrence

power by the year 1948. So we have to start the job in the next two or three years anyhow. Because we have to rearm, and because Canada is fighting, we need the power as rapidly as we can get it—we ought, in fact, to have got started long ago.

So we do not have any time to lose. We must get the power and get started right away, and push it through as fast as we can. Meantime, we must use every temporary makeshift we can work out. We will use steam when we can—but you cannot get steam generators in quick time. It would take longer to get steam generators for 2,200,000 horsepower than to build the dam. But we only dare to use makeshifts if we know that at the end of three years, or sooner if possible, we shall have new supplies of electricity coming along to keep the mills going.

You ought to know this story for a very simple reason. You are going to hear it said that there is no sense in building the St. Lawrence dam: it will not be done "in time" to be of use in our national defense. The people who tell you that are the same people who thought in 1934 that you never would need all this power. Today they all agree that it was a mistake not to build the St. Lawrence dam seven years ago—and jump to the strange conclusion that we ought not to do it at all. These people are like the man with the leaky roof. When the weather was fair the leak didn't need to be mended. When rainy weather came, he said it couldn't be mended. Finally, the roof fell to pieces.

This time we must not make the mistake that was made seven years ago. Everybody hopes that the war may be over before three years have passed. But since nobody can guarantee that, we must not take any chances. We thoroughly believe that Great Britain will win this war, but we propose to be fully prepared for defense no matter what happens. We think that there will be total victory for peace-loving nations in Europe. But if there is not, we are going to be set for the total defense of our own country and our own hemisphere. That means having electricity, and plants, and planes, and ships, and guns, enough to do the job. I do not think we can afford to be stopped in our pre-

² Office of Production Management.

paredness by any group of interests whose desire is to keep electricity scarce and prices high.

The other end of the story has to do with the Seaway. We may well be in a position in which we will need that Seaway as much, if not more than, we need the St. Lawrence dam and its electric power.

The world needs ships—millions and millions of tons of them in ordinary peacetimes. In time of war, she needs even more. Now this war is less than a year and a half old. Five million tons of shipping have already been sunk. The German Government tells us that the war on shipping has only barely begun; they are going to uncork their really heavy drive to sink ships this spring. If they make this threat good, the ships which are the life line of our commerce and the bridge for the defense of Britain and which make the life of half the world possible will be at the bottom of the Atlantic Ocean. We are the only nation in the world which can build ships in large quantity today. We are doing so now. Every shipyard on the Atlantic and on the Pacific coasts is already working to capacity. They are building the merchant-ships as fast as they can; but they are also building the two-ocean navy which we know now is needed for our national safety. All these shipyards, taken together, are nowhere near enough to do the job that has to be done.

The logical place to do a great part of that job is, of course, in the Great Lakes region. It is far inland and cannot be attacked. It is near the great steel plants which make the girders and hulls from which the ships are built. It is in the area where the engines which drive the ships are manufactured and where the skilled labor is available.

It will surprise many of you to know that during the World War—the first World War, in 1917—we built ships in the Great Lakes. And, God forgive us, because we had never had the brains to dig the St. Lawrence Canal, we cut these ships in two and floated them in parts down to Montreal and then put them together again.

We could lay down a heavy cruiser at Chicago

today and have the Seaway open before she could be put into commission and sent out to sea. The moment work begins on the Seaway I expect you will find naval construction beginning in the Lakes—clearing the sea-coast yards for more immediate needs.

That is why the Great Lakes—St. Lawrence agreement authorizes the building of this Seaway so that we can unlock the huge resources of the Great Lakes region with its ore and its industry. They are unlocked for use in peace if peace shall come; they are unlocked for national defense if things go badly overseas. You will see why we have to think of this when you remember that the entire American merchant fleet is only seven million tons, and that our shipyards can only build a million tons a year—at a time when the Germans have been able to sink half a million tons a month.

Again you will hear people say about the Seaway: "Why do it now? It won't be ready in time." But I should like to ask: Well, suppose we don't do it now; and suppose the time comes when we need it and are not ready? If we fail to fill our industrial lamp now that we can, when we need it most, the light will go out. Statesmanship has to be built on better sense than that.

We have had the most careful and elaborate studies of the Great Lakes—St. Lawrence project. They show, pretty conclusively, that the completion of the Seaway, like the completion of the St. Lawrence power, will be excellent business for everybody, all around. If you are interested, you can get those St. Lawrence survey reports from the Government Printing Office.

I believe that the Great Lakes—St. Lawrence project is the best answer to dictators who say that democracy cannot act. It is a magnificent undertaking in a great time. Two free nations—Canada and ourselves—here pool their resources in friendship, for their common welfare and their common defense. I hope you will support the approval of the Great Lakes—St. Lawrence project as a measure for protection in need, and for production and prosperity when God grants us peace again.

SUMMARY OF THE AGREEMENT BETWEEN THE UNITED STATES AND CANADA

[Released to the press March 21]

An agreement was signed between the United States and Canada on March 19, 1941, providing for the cooperative development and utilization of the water in the Great Lakes-St. Lawrence River basin for navigation and power. The signatories to the pact, concluded at Ottawa, were the Hon. Leland Olds, Chairman of the Federal Power Commission; the Hon. Adolf A. Berle, Jr., Assistant Secretary of State; and the Hon. Jay Pierrepont Moffat, American Minister to Canada, on behalf of the United States; and the Right Hon. W. L. Mackenzie King, Prime Minister of Canada, President of the Privy Council, and Secretary of State for External Affairs; the Hon. Clarence D. Howe, Minister of Munitions and Supply; and Mr. John E. Read, Legal Adviser to the Department of External Affairs, on behalf of Canada. The agreement contemplates an early completion of the Seaway between the Great Lakes and the Atlantic Ocean by the St. Lawrence River, as well as the development of the vast hydro-electric resources of the International Rapids Section of that river.

The agreement is subject to approval by the Congress of the United States and the Parliament of Canada.

An exchange of notes preceding the agreement revealed that the construction of this project is regarded as directly associated with both the power-supply and ship-building phases of our national-defense program, including the plan for defense of the Western Hemisphere and the determination to supply all possible aid to Great Britain, the members of the British Commonwealth, and their allies.

In a personal message to Prime Minister Mackenzie King, the President pointed out that while our countries must put forth the maximum immediate defense effort, we must also prepare for a protracted emergency which will call upon the industries on both sides of the border to meet constantly expanding de-

mands. He called attention to the fact that, in terms of the time factor, the St. Lawrence project could be completed as soon as vessels of war, for which money is now being appropriated.

The President concluded that "failure to take advantage of the possibilities of this project would be short-sighted, in no way contributing to an increase in our immediate defense effort, while limiting our defense program in the difficult years which lie ahead".

The essential features of the agreement may be summarized as follows:

Provision for Great Lakes-St. Lawrence Basin Commission

In article I the two Governments agree to establish and maintain a Great Lakes-St. Lawrence Basin Commission, consisting of not more than 10 members, with each Government designating an equal number. The duties of this Commission would be to prepare and recommend general plans and specifications for the construction of works in the International Rapids Section, prepare a schedule allocating the construction of these works to the respective Governments, approve all contracts, and supervise the construction work. The Commission would submit periodic reports to the two Governments on the progress of the work.

Undertaking by Canada

In article II the Government of Canada agrees to construct the works in the International Rapids Section allocated to Canada by the Commission, to operate and maintain the works in Canadian territory, and to complete, not later than December 31, 1948, the essential Canadian links in the deep waterway. There is a proviso that the period within which the waterway links are to be completed may be changed by mutual agreement to meet the requirements of continuance of war conditions or of defense.

Undertaking by the United States

In article III the Government of the United States agrees to construct the works in the International Rapids Section allocated to the United States by the Commission, to operate and maintain the works in United States territory, and, not later than the date of completion of the essential Canadian links, to complete the works allocated to it in the International Rapids Section and the works in the Great Lakes System above Lake Erie required to create essential links in the deep waterway.

To counterbalance expenditures already made by Canada in the Welland Canal link in the deep waterway, the Government of the United States also agrees to provide funds for all works in the International Rapids Section except machinery and equipment for the development of power and works required for rehabilitation on the Canadian side of the boundary.

Installation for Power and Use of Water

In article IV the two Governments agree that each may arrange for the installation in its own territory of machinery and equipment for the development of power at such time or times as may best meet its power requirements, and that, except for the water which Ontario plans to divert from the Albany watershed into the Great Lakes Basin, each country shall be entitled to utilize one half of the natural flow of water available for power purposes in the International Rapids Section of the St. Lawrence River.

In this article the two Governments also agree that the flow of the water shall be controlled and regulated so as to protect the navigable depths in the harbor of Montreal and in the navigable channel of the St. Lawrence River below Montreal. They also agree to maintain facilities for 14-foot navigation during the construction period.

Maintenance of Existing Rights

In articles V, VI, and VII the two Governments agree that nothing done under the agreement shall alter the rights of the Governments within their respective territories; that either Government may at any time construct at its

own cost alternative canal and channel facilities for navigation within its own territory; and that existing rights of navigation in both the Great Lakes and the St. Lawrence River shall be maintained.

Diversions to and from the Great Lakes Basin

In article VIII the two Governments agree that either country diverting waters into the Great Lakes System, from other watersheds lying wholly within its borders, shall have the exclusive right to the use of equivalent amounts of water for power below the port of entry, so long as it constitutes a part of boundary waters.

In this article the two Governments also agree that, if any diversion of water from the Great Lakes - St. Lawrence System, other or greater than diversions permitted in either country on January 1, 1940, is authorized, the Government of such country will give immediate consideration to any representations which the other country may make. In case no settlement is reached, on the request of the other Government, such country will submit the matter to an arbitral tribunal which shall be empowered to direct such compensating or remedial measures as it deems just and reasonable.

Preservation and Use of Niagara Falls and River

In article IX, the two Governments agree to provide for the preservation and enhancement of the scenic beauty of the Niagara Falls and River and for the most beneficial use of the waters of that river, as envisaged in the Final Report of the Special International Niagara Board. Such provision would include:

- (1) Plans, to be prepared by the Great Lakes - St. Lawrence Basin Commission, for works designed to distribute and control the waters of the Niagara River, to prevent erosion, and to insure at all seasons unbroken crest lines on both the American and Canadian Falls. The construction of such works would be arranged by exchange of notes.
- (2) Permission, on completion of such works, for each country to authorize an additional diversion at the rate of 5,000 cubic feet

of water per second for power purposes within its borders.

(3) Recommendation by the Commission, after exhaustive tests, for the best and most equitable use of the waters of the Niagara River, with particular reference to preservation of the scenic beauty of the Falls and Rapids, the requirements of navigation and power. The agreement provides that, on the basis of the Commission's recommendations, the Governments may by exchange of notes and concurrent legislation determine the methods by which these purposes may be attained.

Claims, Damages, and Land Acquisition

In article X the Governments agree on provisions for the disposition of claims and for responsibility for damages. Each Government assumes responsibility for the acquisition of lands or interests in lands in its own territory.

Emergency Speeds Negotiations

Negotiations leading to the present agreement were initiated in 1936. The outbreak of the war in 1939 and the events of 1940, which compelled adoption of a policy of hemispheric defense, made it obvious that an agreement was of major importance. Accordingly, the technical features of the project were reviewed by experts from both Canada and the United States. On October 17, 1940, President Roosevelt allocated \$1,000,000 of one of the early special defense appropriations to the Federal Power Commission and the Corps of Engineers of the United States Army for preliminary investigations, particularly engineering surveys, of the International Rapids Section of the St. Lawrence River. At the same time the President established a St. Lawrence Advisory Committee consisting of Messrs. Leland Olds, Chairman of the Federal Power Commission; Adolf A. Berle, Jr., Assistant Secretary of State; Brig. Gen. Thomas M. Robins, Corps of Engineers, United States Army; and Gerald V. Cruise, Executive Secretary and Acting Chief

Engineer of the New York State Power Authority.² The function of this Committee has been to advise the President in the necessary preliminary planning and to cooperate with the appropriate agencies of the Canadian Government, particularly the Canadian Temporary Great Lakes - St. Lawrence Basin Committee, a comparable body designated to assist the Canadian Government. These two Committees completed a Joint Report on January 3, 1941, which has been submitted to President Roosevelt and Prime Minister King. In this Joint Report the results of engineering investigations are submitted. The principal conclusion contained in the report is that the so-called "238-242" Single Stage Control Project is the plan best adapted for the development of the International Rapids Section of the St. Lawrence River. Such a project, according to the Joint Report, "combines the essential features which have been continuously advocated by the representatives of both countries throughout the long period of study and negotiation devoted to the undertaking", and involves a construction program arranged "so that delivery of power can be begun and navigation provided within four years of the time when active work is initiated". Accompanying the Joint Report there were analyses of the main features of the Single Stage Project and a revised series of cost estimates which take into account rising construction costs and additional expense likely to be incurred in expediting the work in the interests of national defense.

These engineering data were submitted jointly by Brig. Gen. Thomas M. Robins, Corps of Engineers, United States Army, and the Hon. Guy A. Lindsay, Engineer in Charge, General Engineering Branch, Department of Transport of the Canadian Government. They were assisted by Olivier O. Lefebvre, Vice Chairman of the Quebec Streams Commission; T. H. Hogg, Chairman and Chief Engineer of the Hydro-Electric Power Commission of Ontario; M. C. Hendry, Assistant Engineer, Hydro-Elec-

² See the *Bulletin* of October 19, 1940 (vol. III, no. 69), pp. 316-317.

tric Power Commission of Ontario; Roger B. McWhorter, Chief Engineer, Federal Power Commission; and Gerald V. Cruise, Executive Secretary and Acting Chief Engineer, New York State Power Authority.

Cost of International Rapids Section Project

According to the cost estimates, the total cost of the project in the International Rapids Section will be \$266,170,000. This will provide for

completion of the 2,200,000-horsepower power project as well as for the deep waterway improvement in this section of the river. In addition, there will be expenditures for the improvement of navigation channels, both below and above the International Rapids Section, in order that a waterway to accommodate vessels requiring 27-foot draft may be provided throughout the Great Lakes-St. Lawrence System, from Lake Superior to Montreal.

MESSAGE OF THE PRESIDENT TO CONGRESS AND TEXT OF THE AGREEMENT

[Released to the press by the White House March 21]

TO THE CONGRESS OF THE UNITED STATES:

I transmit herewith for the information of the Congress the text of an agreement between the Government of the United States and the Government of Canada providing for the construction of dams and power works in the international rapids section of the St. Lawrence River; and providing for completion of the essential links in the Great Lakes-St. Lawrence Deep Waterway when the Governments of the United States and Canada agree that circumstances require it.

The terms of the agreement contemplate that it shall be made effective by concurrent legislation of the Canadian Parliament and of the Congress of the United States.

I expect to request introduction, in due course, of legislation designed to make this agreement effective.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,
March 21, 1941.

[Released to the press March 21]

The President of the United States of America and His Majesty the King of Great Britain, Ireland and the British dominions beyond the Seas, Emperor of India, in respect of Canada, have decided to conclude an Agreement in relation to the utilization of the water in the Great Lakes-St. Lawrence Basin and to that end have named as their respective plenipotentiaries:

The President of the United States of America:

JAY PIERREPONT MOFFAT,

Envoy Extraordinary and Minister Plenipotentiary of the United States of America to Canada;

ADOLF AUGUSTUS BERLE, Jr.,

Assistant Secretary of State;

LELAND OLDS,

Chairman of the Federal Power Commission;

His Majesty the King of Great Britain, Ireland and the British dominions beyond the Seas, Emperor of India, for Canada:

The Right Honourable W. L. MACKENZIE KING,

Prime Minister, President of the Privy Council and Secretary of State for External Affairs;

The Honourable CLARENCE D. HOWE,
Minister of Munitions and Supply;

JOHN E. READ,

Legal Adviser, Department of External Affairs;

Who, after having communicated to each other their full powers, found in good and due form, have agreed upon the following Articles:

PRELIMINARY ARTICLE

For the purposes of the present Agreement, unless otherwise expressly provided, the expression:

(a) "Joint Board of Engineers" means the board appointed pursuant to an agreement between the Governments following the recommendation of the International Joint Commission, dated December 19, 1921;

(b) "Great Lakes System" means Lakes Superior, Michigan, Huron (including Georgian Bay), Erie and Ontario, and the connecting waters, including Lake St. Clair;

(c) "St. Lawrence River" includes the river channels and the lakes forming parts of the river channels from the outlet of Lake Ontario to the sea;

(d) "International Section" means that part of the St. Lawrence River through which the international boundary line runs;

(e) "Canadian Section" means that part of the St. Lawrence River which lies wholly within Canada and which extends from the easterly limit of the International Section to Montreal Harbor;

(f) "International Rapids Section" means that part of the International Section which extends from Chimney Point to the village of St. Regis;

(g) "Governments" means the Government of the United States of America and the Government of Canada;

(h) "countries" means the United States of America and Canada;

(i) "Special International Niagara Board" means the board appointed by the Governments in 1926 to ascertain and recommend ways and means to preserve the scenic beauty of the Niagara Falls;

(j) "deep waterway" means adequate provision for navigation requiring a controlling channel depth of 27 feet with a depth of 30 feet over lock sills, from the head of the Great Lakes to Montreal Harbor via the Great Lakes System and St. Lawrence River, in general accordance with the specifications set forth in the Report of the Joint Board of Engineers, dated November 16, 1926.

ARTICLE I

1. The Governments agree to establish and maintain a Great Lakes - St. Lawrence Basin

Commission, hereinafter referred to as the Commission, consisting of not more than ten members of whom an equal number shall be appointed by each Government. The duties of the Commission shall be:

(a) to prepare and to recommend plans and specifications for the construction of works in the International Rapids Section in accordance with and containing the features described in the Annex attached to and made part of this Agreement, with such modifications as may be agreed upon by the Governments;

(b) upon approval of the plans and specifications by the Governments, to prepare a schedule allocating the construction of the works in the International Rapids Section on such a basis that each Government shall construct the works within its own territory or an equivalent proportion of the works so approved;

(c) to approve all contracts entered into on behalf of either Government for the works in the International Rapids Section;

(d) to supervise the construction of the works and to submit reports to the Governments from time to time, and at least once each calendar year, on the progress of the works;

(e) upon satisfactory completion of the works, to certify to the Governments that they meet the plans and specifications drawn up by the Commission and approved by the Governments;

(f) to perform the other duties assigned to it in this Agreement.

2. The Commission shall have the authority to employ such persons and to make such expenditures as may be necessary to carry out the duties set forth in this Agreement. It shall have the authority to avail itself of the services of such governmental agencies, officers and employees of either country as may be made available. The remuneration, general expenses and all other expenses of its members shall be regulated and paid by their respective Governments; and the other expenses of the Commission, except as provided for

under Article III, paragraph (b) of this Agreement, shall be borne by the Governments in equal moieties.

3. The Governments agree to permit the entry into their respective countries, within areas immediately adjacent to the Niagara River and the International Section to be delimited by exchange of notes, of personnel employed by the Commission or employed in the construction of the works, and to exempt such personnel from the operation of their immigration laws and regulations within the areas so delimited. In the event that the Commission, pursuant to the provisions of paragraph 1. (b) of this Article, allocates to either of the Governments the construction of works, any part of which is within the territory of the other Government, the latter Government shall make provision for the according, within the area in which such a part is situated, of such exemption from customs, excise and other imposts, federal, state and provincial, as may be reasonably practicable for the effective and economical prosecution of the work. Regulations providing for such exemptions may be settled by the Governments by exchange of notes.

4. The Governments shall, by exchange of notes, prescribe rules and regulations for the conduct of the Commission. They may by the same means extend or abridge its powers and duties; and reduce or after reduction increase the number of members (provided that there must always be an equal number appointed by each Government and that the total number of members shall at no time exceed ten); and upon completion of its duties, the Governments may terminate its existence.

ARTICLE II

The Government of Canada agrees:

(a) in accordance with the plans and specifications prepared by the Commission and approved by the Governments, to construct the works in the International Rapids Section allocated to Canada by the Commission; and to operate and maintain or arrange for the operation and maintenance of the works situated in the territory of Canada;

(b) to complete, not later than December 31, 1948, the essential Canadian links in the deep waterway, including the necessary deepening of the new Welland Ship Canal and the construction of canals and other works to provide the necessary depth in the Canadian section of the St. Lawrence River: provided that, if the continuance of war conditions or the requirements of defence justify a modification of the period within which such works shall be completed, the Governments may, by exchange of notes, arrange to defer or expedite their completion as circumstances may require.

ARTICLE III

The Government of the United States of America agrees:

(a) in accordance with the plans and specifications prepared by the Commission and approved by the Governments, to construct the works in the International Rapids Section allocated to the United States of America by the Commission; and to operate and maintain or arrange for the operation and maintenance of the works situated in the territory of the United States of America;

(b) to provide, as required by the progress of the works, funds for the construction, including design and supervision, of all works in the International Rapids Section except (1) machinery and equipment for the development of power, and (2) works required for rehabilitation on the Canadian side of the international boundary;

(c) not later than the date of completion of the essential Canadian links in the deep waterway, to complete the works allocated to it in the International Rapids Section and the works in the Great Lakes System above Lake Erie required to create essential links in the deep waterway.

ARTICLE IV

The Governments agree that:

(a) they may, in their respective territories, in conformity with the general plans for the project in the International Rapids Section, install or arrange for the installation of such machinery and equipment as may be desired for

the development of power and at such time or times as may be most suitable in terms of their respective power requirements;

(b) in view of the need for coordination of the plans and specifications prepared by the Commission for general works in the International Rapids Section with plans for the development of power in the respective countries, the Commission may arrange for engineering services with any agency in either country, which may be authorized to develop power in the International Rapids Section;

(c) except as modified by the provisions of Article VIII, paragraph (b) of this Agreement, each country shall be entitled to utilize one-half of the water available for power purposes in the International Rapids Section;

(d) during the construction and upon the completion of the works provided for in the International Rapids Section, the flow of water out of Lake Ontario into the St. Lawrence River shall be controlled and the flow of water through the International Section shall be regulated so that the navigable depths of water for shipping in the Harbor of Montreal and throughout the navigable channel of the St. Lawrence River below Montreal, as such depths now exist or may hereafter be increased by dredging or other harbor or channel improvements, shall not be injuriously affected by the construction or operation of such works, and the power developments in the Canadian Section of the St. Lawrence River shall not be adversely affected;

(e) upon the completion of the works provided for in the International Rapids Section, the power works shall be operated, initially, with the water level at the power houses held at a maximum elevation 238.0, sea level datum as defined in the Report of the Joint Board of Engineers, for a test period of ten years or such shorter period as may be approved by any board or authority designated or established under the provisions of paragraph (f) of this Article; and, in the event that such board or authority considers that operation with the water level at the power houses held to a maximum elevation exceeding 238.0 would be practicable and could

be made effective within the limitations prescribed by paragraphs (c) and (d) of this Article, the Governments may, by exchange of notes, authorize operation, subject to the provisions of this Article, and for such times and subject to such terms as may be prescribed in the notes, at a maximum elevation exceeding 238.0.

(f) the Governments may, by exchange of notes, make provision for giving effect to paragraphs (c), (d) and (e) of this Article;

(g) during the construction of the works provided for in the International Rapids Section, facilities for 14 foot navigation in that Section shall be maintained.

ARTICLE V

The Governments agree that nothing done under the authority of this Agreement shall confer upon either of them proprietary rights, or legislative, administrative or other jurisdiction in the territory of the other, and that the works constructed under the provisions of this Agreement shall constitute a part of the territory of the country in which they are situated.

ARTICLE VI

The Governments agree that either of them may proceed at any time to construct, within its own territory and at its own cost, alternative canal and channel facilities for navigation in the International Section or in waters connecting the Great Lakes, and to utilize the water necessary for the operation of such facilities.

ARTICLE VII

The High Contracting Parties agree that the rights of navigation accorded under the provisions of existing treaties between the United States of America and His Majesty shall be maintained notwithstanding the provisions for termination contained in any of such treaties, and declare that these treaties confer upon the citizens or subjects and upon the ships, vessels and boats of each High Contracting Party, rights of navigation in the St. Lawrence River, and the Great Lakes System, including the canals now existing or which may hereafter be constructed.

ARTICLE VIII

The Governments, recognizing their common interest in the preservation of the levels of the Great Lakes System, agree that:

(a) each Government in its own territory shall measure the quantities of water which at any point are diverted from or added to the Great Lakes System, and shall place such measurements on record with the other Government semi-annually;

(b) in the event of diversions being made into the Great Lakes System from other watersheds lying wholly within the borders of either country, the exclusive rights to the use of waters which are determined by the Governments to be equivalent in quantity to any waters so diverted shall, notwithstanding the provisions of Article IV paragraph (c) of this Agreement, be vested in the country diverting such waters, and the quantity of water so diverted shall be at all times available to that country for use for power below the point of entry, so long as it constitutes a part of boundary waters;

(c) if any diversion of water from the Great Lakes System or the International Section, other or greater in amount than diversions permitted in either of the countries on January 1, 1940, is authorized, the Government of such country agrees to give immediate consideration to any representations respecting the matter which the other Government may make; if it is impossible otherwise to reach a satisfactory settlement, the Government of the country in which the diversion of water has been authorized agrees, on the request of the other Government, to submit the matter to an arbitral tribunal which shall be empowered to direct such compensatory or remedial measures as it may deem just and equitable; the arbitral tribunal shall consist of three members, one to be appointed by each of the Governments, and the third, who will be the chairman, to be selected by the Governments;

(d) the Commission shall report upon the desirability of works for compensation and regulation in the Great Lakes System, and, upon

the approval by the Governments of any such works, shall prepare plans and specifications for their construction and recommend to the Governments an equitable allocation of their cost; the Governments shall make arrangements by exchange of notes for the construction of such works as they may agree upon.

ARTICLE IX

The Governments, recognizing their primary obligation to preserve and enhance the scenic beauty of the Niagara Falls and River, and consistent with that obligation, their common interest in providing for the most beneficial use of the waters of that River, as envisaged in the Final Report of the Special International Niagara Board, agree that:

(a) the Commission shall prepare and submit to the Governments plans and specifications for works in the Niagara River designed to distribute and control the waters thereof, to prevent erosion and to ensure at all seasons unbroken crest lines on both the American Falls and the Canadian Falls and to preserve and enhance their scenic beauty, taking into account the recommendations of the Special International Niagara Board; the Governments may make arrangements by exchange of notes for the construction of such works in the Niagara River as they may agree upon, including provision for temporary diversions of the waters of the Niagara River for the purpose of facilitating construction of the works; the cost of such works in the Niagara River shall be borne by the Governments in equal moieties;

(b) upon the completion of the works authorized in this Article, diversions of the waters of the Niagara River above the Falls from the natural course and stream thereof additional to the amounts specified in Article 5 of the Boundary Waters Treaty of 1909 may be authorized and permitted by the Governments to the extent and in the manner hereinafter provided:

(1) the United States may authorize and permit additional diversion within the State of New York of the waters of the River above the Falls for power purposes, in excess of the

amount specified in Article 5 of the Boundary Waters Treaty of 1909, not to exceed in the aggregate a daily diversion at the rate of five thousand cubic feet of water per second;

(2) Canada may authorize and permit additional diversion within the Province of Ontario of the waters of the River above the Falls for power purposes, in excess of the amount specified in Article 5 of the Boundary Waters Treaty of 1909, not to exceed in the aggregate a daily diversion at the rate of five thousand cubic feet of water per second;

(c) upon completion of the works authorized in this Article, the Commission shall proceed immediately to test such works under a wide range of conditions, and to report and certify to the Governments the effect of such works, and to make recommendations respecting diversions of water from Lake Erie and the Niagara River, with particular reference to (1) the perpetual preservation of the scenic beauty of the Falls and Rapids, (2) the requirements of navigation in the Great Lakes System, and (3) the efficient utilization and equitable apportionment of such waters as may be available for power purposes; on the basis of the Commission's reports and recommendations, the Governments may by exchange of notes and concurrent legislation determine the methods by which these purposes may be attained.

ARTICLE X

The Governments agree that:

(a) each Government undertakes to make provision for the disposition of claims and for the satisfaction of any valid claims arising out of damage or injury to persons or property occurring in the territory of the other in the course of and in connection with construction by such Government of any of the works authorized or provided for by this Agreement;

(b) each Government is hereby released from responsibility for any damage or injury to persons or property in the territory of the other, which may be caused by any action authorized or provided for by this Agreement, other than damage or injury covered by the provisions of paragraph (a) of this Article;

(c) each Government will assume the responsibility for and the expense involved in the acquisition of any lands or interests in land in its own territory which may be necessary to give effect to the provisions of this Agreement.

ARTICLE XI

This Agreement shall be subject to approval by the Congress of the United States of America and the Parliament of Canada. Following such approval it shall be proclaimed by the President of the United States of America and ratified by His Majesty the King of Great Britain, Ireland and the British dominions beyond the Seas, Emperor of India, in respect of Canada. It shall enter into force on the day of the exchange of the instrument of ratification and a copy of the proclamation, which shall take place at Washington.

IN WITNESS WHEREOF the respective plenipotentiaries have signed this Agreement in duplicate and have hereunto affixed their seals.

DONE at Ottawa, the nineteenth day of March in the year of our Lord one thousand nine hundred and forty-one.

[SEAL]	JAY PIERREPONT MOFFAT
[SEAL]	ADOLF A. BERLE, Jr.
[SEAL]	LELAND OLDS
[SEAL]	W. L. MACKENZIE KING
[SEAL]	C. D. HOWE
[SEAL]	JOHN E. READ

ANNEX

CONTROLLED SINGLE STAGE PROJECT (238-242) FOR WORKS IN THE INTERNATIONAL RAPIDS SECTION

(See Article I, Paragraph 1 (a))

The main features of the Controlled Single Stage Project (238-242), described in detail with cost estimates in the report of the Temporary Great Lakes - St. Lawrence Basin Committees dated January 3, 1941, are as follows:

- (1) A control dam in the vicinity of Iroquois Point.
- (2) A dam in the Long Sault Rapids at the head of Barnhart Island and two power houses, one on either side of the interna-

tional boundary, at the foot of Barnhart Island.

- (3) A side canal, with one lock, on the United States mainland to carry navigation around the Control Dam and a side canal, with one guard gate and two locks, on the United States mainland south of Barnhart Island to carry navigation from above the main Long Sault Dam to the river south of Cornwall Island. All locks to provide 30 ft. depth of water on the mitre sills and to be of the general dimensions of those of the Welland Ship Canal. All navigation channels to be excavated to 27 ft. depth.
- (4) Dykes, where necessary on the United States and Canadian sides of the international boundary, to retain the pool level above the Long Sault Dam.
- (5) Channel enlargement from the head of Galop Island to below Lotus Island designed to give a maximum velocity in the navigation channel south of Galop Island not exceeding four feet per second at any time.

- (6) Channel enlargement between Lotus Island and the Control Dam and from above Point Three Points to below Ogden Island designed to give a maximum mean velocity in any cross-section not exceeding two and one-quarter feet per second with the flow and at the stage to be permitted on the 1st of January of any year, under regulation of outflow and levels of Lake Ontario.
- (7) The necessary railroad and highway modifications on either side of the international boundary.
- (8) The necessary works to permit the continuance of 14 ft. navigation on the Canadian side around the Control Dam and from the pool above the Long Sault Dam to connect with the existing Cornwall Canal.
- (9) The rehabilitation of the towns of Iroquois and Morrisburg, Ontario.

All the works in the pool below the Control Dam shall be designed to provide for full Lake Ontario level but initially the pool shall be operated at maximum elevation 238.0.

EXCHANGE OF NOTES BETWEEN THE PRIME MINISTER OF CANADA AND THE AMERICAN MINISTER TO CANADA

[Released to the press March 19]

The Department of State made public the following exchange of notes between the Prime Minister of Canada and Secretary of State for External Affairs, the Right Honorable W. L. Mackenzie King, and the American Minister to Canada, Mr. Jay Pierrepont Moffat.

"DEPARTMENT OF EXTERNAL AFFAIRS,

"OTTAWA, March 5, 1941.

"SIR:

"I have the honor to refer to certain questions which have arisen in the course of the St. Lawrence Waterway negotiations, and which we have discussed recently.

"2. As you are aware, my colleagues and I have been giving prolonged consideration to the problems presented by the St. Lawrence

Waterway project. We have noted the progress made in the preparation of the engineering plans for the International Section and in the drafting of the general agreement. There is, however, one consideration of a fundamental character to which we desire to call attention.

"3. The growing intensity of the war operations and the apprehension that still more serious perils will have to be faced in the very near future, necessitate the most careful examination of any proposed expenditure from the point of view of public need and in the light of war requirements.

"4. In existing circumstances, the Canadian Government desires to know whether the Government of the United States is of the opinion, in view of the position in Canada, and, of course, the position in the United States as

well, that the project as outlined in the State Department's proposals of 1936 and 1938 and under consideration since that time should now be proceeded with.

"5. We have, of course, been fully aware of the desire of the Government of the United States to have a treaty or agreement respecting the St. Lawrence Waterway concluded at as early a date as possible, and negotiations which have been carried on more or less continuously for some time past have had in view the desire on our part to arrive, at the earliest possible date, at terms of agreement which would be mutually advantageous. We are also aware of the pronouncements which have been made from time to time by the President, respecting the added emphasis given by the war to the importance alike of power and navigation developments in the Great Lakes-St. Lawrence Waterway project. We are also duly appreciative of the agreement recently reached between our respective governments, whereby the Province of Ontario has obtained the right to the immediate use of additional power at Niagara, and the diversion of the waters of the Ogoki and Long Lac Rivers into Lake Superior, in consideration of which, authority was given for the immediate investigation by United States engineers of the project in the International Section of the St. Lawrence River in Ontario, in order to enable work of future development to proceed with the least possible delay, once an agreement between the two Governments, respecting the St. Lawrence development was concluded.

"6. We would naturally be prepared to give every consideration to power or navigation developments which the United States may deem necessary to the prosecution of measures calculated to aid Great Britain, Canada, and other parts of the British Commonwealth of Nations in the present war, or to further the security of the United States itself against possible future events which, at the moment can not be foreseen, but of which in times like the present full account must be taken. We realize that the Government of the United States will be as solicitous as our own Government to appraise

the project at the present time in terms of its contribution to the efforts which are being put forward by our respective countries to preserve and to restore freedom.

"It is from this point of view and in this spirit that we would ask that the St. Lawrence project be again reviewed by the Government of the United States before an agreement or treaty be finally entered into.

"Accept [etc.] W. L. MACKENZIE KING"

"LEGATION OF THE
UNITED STATES OF AMERICA,
"OTTAWA, March 10, 1941.

"SIR:

"I lost no time in bringing to the attention of my Government your note of March 5 in regard to the St. Lawrence Waterway negotiations. In view of the importance of the question you raised, the matter was laid before the President, and I have been instructed, by way of reply, to transmit the following personal message from him to you:

"I have given careful consideration to your recent request that in view of the growing intensity of current war operations and the apprehension over perils which may have to be faced in the near future, the Government of the United States review the St. Lawrence project and give you an indication of its views as to whether, in the existing circumstances, this project as outlined in the State Department's proposals of 1936 and 1938 should now be proceeded with.

"May I say at the outset that I am aware of Canada's increasing war effort and I readily agree that it must have first call upon your country's resources and manpower. I also agree that in view of the existing situation the most careful examination of any proposed expenditure is necessary from the point of view of the public need and in the light of defense requirements.

"With these considerations in mind, the Government of the United States has, as you requested, reviewed the St. Lawrence project. We have welcomed this occasion to review this project because of the fact that our own

defense program renders it desirable that all public expenditures in the United States be weighed in the light of considerations similar to those set forth in your communication. The Government of the United States is engaged in a great defense program. It is determined to supply such aid in material to Great Britain, the members of the Commonwealth, and their Allies as may be necessary to enable them to bring the war to a successful termination. Simultaneously, our own defenses are being strengthened to the extent necessary to prevent any foe from menacing the security of this Hemisphere. It is indispensable that all public projects contemplated by the Government of the United States be considered from the standpoint of their relationship to these supreme objectives.

"The Government of the United States regards the Great Lakes - St. Lawrence project as directly associated with the accomplishment of the foremost national objectives of this Government. It believes that the project should be proceeded with and that construction should commence at the earliest possible moment. It regards the construction of this project as a matter of vital necessity.

"You refer to the engineering investigation now being conducted in the International Section of the St. Lawrence River. I need hardly say that I directed the release of \$1,000,000 from the special defense funds for this purpose only because of my conviction that the completion of this project by 1945 might prove of vital importance to our defense effort. It is gratifying that there has been sufficient progress to make possible the initiation of construction this spring.

"I am sure you will agree with me that, while our countries must put forth the maximum immediate defense effort, we must also prepare for the possibility of a protracted emergency which will call upon the industries on both sides of the border to meet constantly expanding demands. The combination of advantages offered by the St. Lawrence project makes it imperative that we undertake it immediately.

"In terms of the time factor, the St. Lawrence project as a part of our defense program is not exceptional, since we are today appropriating money for construction of vessels of war which will not be ready for service until the completion of the St. Lawrence undertaking.

"I am convinced of the urgent need for the large increment in low cost electric power which the St. Lawrence project will provide. Already the demand for power is running ahead of expectations. In fact, one of the most serious handicaps to the rapid expansion of airplane production is the difficulty of finding the large supplies of high-load factor power required for aluminum production. We are, of course, expanding our electric facilities for this purpose as fast as practicable, but by the time the St. Lawrence power is available other sources of cheap power will have been largely allocated.

"The St. Lawrence project offers by far the soundest and most economical provision for the power requirements of certain portions of our long range defense program, more particularly for certain high-load factor defense industries. Furthermore, the manufacturing facilities and skilled labor available for the construction of steam turbines and electric equipment will be needed to meet the requirements of the vast areas of our continent where water power is not so economically available.

"I am also convinced that the opening of the St. Lawrence deep waterway to afford an outlet for naval and cargo ships constructed in Great Lakes shipyards, far from representing a diversion of funds and resources from the defense effort, would have the opposite effect. Our shipbuilding program, to meet the requirements of defense, will call for a great expansion of shipyards with their associated machine shops and adequate supplies of skilled labor. The extent to which intensified submarine and air attacks on convoys may necessitate an expansion of the program is still unknown. If the war is protracted, however, it seems certain that the

number of shipyards required will have to be several times those at present available. In terms of our present industrial arrangements, many of these can be made most readily and economically available in the Great Lakes area.

"If the full burden of our expanding ship construction must fall on seaboard shipyards, the time required to complete the vessels themselves must, in many instances, be increased by the period necessary to construct new shipyards and facilities. With this in mind it is apparent that the deep waterway could be completed in time to provide an

outlet to the sea for many of the new vessels included in the present program.

"In the light of these facts, it is my belief that the funds and manpower required for the earliest possible completion of the St. Lawrence project could not be better spent for our joint defense effort, including aid to Great Britain. It is my feeling that failure to take advantage of the possibilities of this project would be short-sighted, in no way contributing to an increase in our immediate defense effort, while limiting our defense program in the difficult years which lie ahead."

"Accept [etc.]

PIERREPONT MOFFAT"

REPORTS OF THE UNITED STATES ST. LAWRENCE ADVISORY COMMITTEE AND THE CANADIAN TEMPORARY GREAT LAKES-ST. LAWRENCE BASIN COMMITTEE ON THE INTERNATIONAL RAPIDS SECTION OF THE ST. LAWRENCE DEEP WATERWAY

1. Joint Report

*To: THE PRESIDENT OF THE UNITED STATES
THE PRIME MINISTER OF CANADA*

The Canadian Temporary Great Lakes - St. Lawrence Committee and the United States St. Lawrence Advisory Committee, meeting at Ottawa, January 2 and 3, 1941, respectfully submit the following joint report on the preliminary engineering and other investigations for that part of the Great Lakes - St. Lawrence Basin project located in the International Rapids Section of the St. Lawrence River.

The two Committees held their first joint meeting at Massena, N. Y., on October 31, 1940, to determine upon the project plan best designed to serve the interests of both countries and to agree upon the general lines which the engineering investigation should follow. The Committees met again at Massena on November 15, 1940, to consult with a group of outstanding hydraulic and electric experts on technical aspects of the proposed undertaking.

Special consideration has been given to the joint report prepared in January, 1940, by a board of engineers representing Canada and the United States, including for Canada: Guy A. Lindsay, Engineer in Charge, General Engi-

neering Branch, Department of Transport; Olivier O. Lefebvre, Vice-Chairman of the Quebec Streams Commission; T. H. Hogg, Chairman and Chief Engineer of the Hydro-Electric Power Commission of Ontario and M. C. Hendry, Assistant Engineer, Hydro-Electric Power Commission of Ontario; for the United States: Brigadier General Thomas M. Robins, Corps of Engineers, U. S. Army; Roger B. McWhorter, Chief Engineer, Federal Power Commission; and Gerald V. Cruise, Executive Secretary and Acting Chief Engineer of the Power Authority of the State of New York.

These engineers were requested by the two Governments to examine the various plans proposed for the development of the International Rapids Section of the St. Lawrence River, together with their estimates of cost, and to recommend the plan best adapted to the needs of both countries. They agreed unanimously that the "238-242" Controlled Single Stage Project was the best from an engineering and economic point of view, bearing in mind the requirements of navigation and power and the protection of down-river interests.

The two Committees, at the meeting of October 31, 1940, agreed that the engineering in-

vestigations should be undertaken in accord with the project as described in the engineering report above referred to. Subsequent investigations, including the testing of foundation conditions, etc., which have been proceeding rapidly, have sustained the conclusion that the "238-242" Controlled Single Stage Project is the plan best adapted for the development of that part of the Great Lakes-St. Lawrence Basin project located in the International Rapids Section of the St. Lawrence River for the following reasons:—

- (1) The plan combines the essential features which have been continuously advocated by the representatives of both countries throughout the long period of study and negotiation devoted to the undertaking. Specifically, it provides for the development of all the power in one stage at power houses located at the foot of Barnhart Island, while at the same time providing for complete control of the River at a control dam located near the head of the present rapids.
- (2) The plan is especially designed to assure full protection to the down-stream power and navigation interests in the Province of Quebec, including the harbour of Montreal, while at the same time providing for the economical development of the International Rapids Section for navigation and power as a part of the general Great Lakes-St. Lawrence Basin project.
- (3) The recent investigations, including the checking of previous explorations, new core borings, etc., indicate that the foundation conditions for the proposed dams, navigation locks and power houses are satisfactory, while consultations with outstanding hydro-electric engineers assure that the project works will be sound and the construction and equipment of the power houses in accord with the best modern practice.

- (4) The construction program can be arranged so that delivery of power can be begun and navigation provided within four years of the time when active work is initiated, time being an essential factor in the emergency.

Throughout their investigations, the two Committees have been constantly impressed with the defense aspects of the project as a part of a long range program for use of the Great Lakes-St. Lawrence basin by both peoples to strengthen the defenses of the North American Continent. The power which the project will provide is urgently needed for expansion of essential defense production on both sides of the border. A deep waterway will afford an unexampled opportunity for the expansion of shipbuilding, both cargo vessels and naval vessels, in naturally protected waters.

At the request of the two Committees, the engineers who prepared the report of January, 1940, have carefully reconsidered that report in the light of the engineering investigations and have revised the cost estimates to take account of the effect of recent increases in construction costs and the acceleration of the construction program in the interest of defense. Their final conclusions, embodied in a report dated January 3, 1941, confirm the conclusions of the previous report.

The two Committees submit herewith the report of the board of engineers as embodying their own conclusions and recommend that, in the event that the Governments decide to proceed with the development of the International Rapids Section of the St. Lawrence River, the work be undertaken in general accordance with the plan of the "238-242" Controlled Single Stage Project described therein.

Respectfully submitted,

United States Committee

LELAND OLDS

A. A. BERLE, Jr.

THOMAS M. ROBINS

GERALD V. CRUISE

Canadian Committee

GUY A. LINDSAY
T. H. HOGG
OLIVIER O. LEFEBVRE
J. E. READ

OTTAWA, CANADA,
January 3, 1941.

2. Engineering Report

OTTAWA, CANADA,
January 3, 1941.

In view of the re-opening of negotiations between representatives of the United States and Canada in respect of the improvement both for navigation and power of the International Rapids Section of the St. Lawrence River, engineers representing both countries were asked to examine the various plans proposed with their estimates of cost.

The engineers representing the United States were:—

Brig. Gen. Thomas M. Robins, Corps of Engineers, U.S. Army.
Mr. Roger B. McWhorter, Chief Engineer, Federal Power Commission.
Mr. Gerald V. Cruise, Executive Secretary and Acting Chief Engineer, New York State Power Authority.

The engineers representing Canada were:—

Mr. Guy A. Lindsay, Engineer-in-Charge, General Engineering Branch, Department of Transport.
Dr. Olivier O. Lefebvre, Vice-Chairman, Quebec Streams Commission.
Dr. T. H. Hogg, Chairman and Chief Engineer of the Hydro-Electric Power Commission of Ontario.
Mr. M. C. Hendry, Assistant Engineer, Hydro Electric Power Commission of Ontario.

After careful consideration of the projects proposed and the estimates of cost thereof, the engineers agreed that the "238-242" Controlled

Single Stage Project is, in their opinion, the best from an engineering and economic point of view, bearing in mind the requirements of navigation and power and the protection of down river interests.

The main features of the "238-242" Controlled Single Stage Project are as follows:—

- (1) A control dam in the vicinity of Iroquois Point.
- (2) A dam in the Long Sault Rapids at the head of Barnhart Island and two power houses, one on either side of the International Boundary, at the foot of Barnhart Island.
- (3) A side canal, with one lock on the United States mainland to carry navigation around the control dam and a side canal, with one guard gate and two locks, on the United States mainland south of Barnhart Island to carry navigation from above the main Long Sault Dam to the river south of Cornwall Island. All locks to provide 30-foot depth of water on the mitre sills and to be of the general dimensions of those on the Welland Ship Canal. All navigation channels to be excavated to 27-ft. depth.
- (4) Dykes, where necessary, on the United States and Canadian sides of the International Boundary, to retain the pool level above the Long Sault Dam.
- (5) Channel enlargement from the head of Galop Island to below Lotus Island designed to give a maximum velocity in the navigation channel south of Galop Island not exceeding four feet per second at any time.
- (6) Channel enlargement between Lotus Island and the control dam and from above Point Three Points to below Ogden Island designed to give a maximum mean velocity in any cross-section not exceeding two and one-quarter feet per second with the flow, and at the stage, to be permitted on the 1st of January of any year, under regulation of outflow and levels of Lake Ontario.

- (7) The necessary railroad and highway modifications on either side of the International Boundary.
- (8) The necessary works to permit the continuance of 14-ft. navigation on the Canadian Side around the control dam and from the pool above the Long Sault Dam to connect with the existing Cornwall Canal.
- (9) The rehabilitation of the towns of Iroquois and Morrisburg, Ontario.

All the works in the pool below the control dam shall be designed to provide for full Lake Ontario level but initially the pool shall be operated at maximum elevation 238.0.

Attached hereto is the detailed estimate of cost of this project revised to take into account rising construction costs and additional expense likely to be incurred in expediting the work in the interest of National Defence. The total estimated cost is believed to be sufficient to complete the work.

THOMAS M. ROBINS,
*Brigadier General, Corps
of Engineers, U. S. Army.*

GUY A. LINDSAY,
*Engineer-in-Charge, General
Engineering Branch, De-
partment of Transport,
Ottawa, Ont.*

3. Detailed Estimate of Cost of Controlled Single Stage Project "238-242"

The detailed estimates are set up under three main divisions:—

- (A) Works Solely for Navigation.
- (B) Works Primarily for Power.
- (C) Works Common to Navigation and Power.

(A) Works Solely for Navigation—Under this heading are included the locks, entrance piers, channel or canal excavation and all other works required solely for the purposes of navigation.

(B) Works Primarily for Power—The items included under this heading are subdivided into:

(i) Structures, Head and Tailrace Excavation—Under this heading are included all earth and rock excavation, ice sluices, railway connections, etc., required primarily for power, as well as the substructures and superstructures of the power houses. The substructures include headworks, gates, racks, unwatering gates, gate checks, all gate-operating equipment, intakes, water passages, draft tubes, tailrace piers and deck, all covers for openings, railings, gratings, ladders, drains, piping, conduit, pit liners, speed rings, throat rings, draft-tube liners, scroll cases (whether moulded in concrete or of cast or plate steel), and all parts embedded in the substructures incidental thereto or connected therewith. The substructures, as estimated, are of sufficient dimensions to accommodate all equipment and apparatus including transformers and provide the necessary space for assembly, operation and maintenance.

(ii) Machinery and Equipment—Under this heading are included turbines, governors, generators, and all other auxiliary machinery required above the generator floor, as well as the low voltage switching, control and operating apparatus.

(C) Works Common to Navigation and Power—Under this heading are included all channel excavation required for river enlargement, all dams, and dykes required to retain the levels in the pools created for navigation and power purposes, all land and property damages resulting from the raised water levels, all works in connection with the rehabilitation of Morrisburg and Iroquois, the preservation of 14-ft. navigation on the Canadian side, railway and highway modifications and all other works not included under "A" and "B".

Summary of Estimate

(A) Works solely for Navigation.			
(i) Upper Pool—at Point Rockway.....	\$7, 497, 000		
(ii) Lower Pool—Opposite Barnhart Isd.....	31, 081, 000		
			\$38, 578, 000
(B) Works primarily for Power.			
(i) Structures, Head and Tailrace Exc'n.....	46, 476, 000		
(ii) Machinery and Equipment.....	50, 328, 000		
			96, 804, 000
(C) Works common to Navigation and Power.			
1. Channel excavation.....	48, 136, 000		
2. Ice cribs above Prescott and above Galop Isd.....	656, 000		
3. Iroquois Point Dam.....	7, 310, 000		
4. Dykes.....	12, 374, 000		
5. Supply channel and weir at Massena.....	2, 363, 000		
6. Diversion cut through Long Sault Isd.....	2, 569, 000		
7. Main Long Sault Dam.....	20, 055, 000		
8. Guard Gate, 14-ft. Lock and Weir at Maple Grove.....	2, 624, 000		
9. 14-ft. Lock and Dykes at Iroquois.....	604, 000		
10. Railroad relocation.....	3, 696, 000		
11. Clearing pool.....	518, 000		
12. Rehabilitation of Morrisburg.....	5, 024, 000		
13. Rehabilitation of Iroquois.....	3, 379, 000		
14. Acquisition of lands, etc., U.S. side.....	4, 657, 000		
15. Acquisition of lands, etc., Can. side.....	14, 011, 000		
16. Highway relocation.....	2, 812, 000		
			130, 788, 000
Grand total.....			\$266, 170, 000

(A) WORKS SOLELY FOR NAVIGATION—(27 FT. DEPTH)

(i) Upper Pool at Point Rockway

No.	Item	Unit	Quantity	Rate	Amount	Total
1	Guide Pier in South Galop— Cribwork.....	c.y.	6, 000	5. 00	30, 000	\$30, 000
2	Point Three Points Lock and Entrance Piers—					
	Concrete.....	c.y.	141, 960	10. 00	1, 419, 600	
	Cribwork.....	c.y.	94, 730	5. 00	473, 650	
	Excavation—earth.....	c.y.	220, 000	0. 40	88, 000	
	earth.....	c.y.	40, 000	0. 65	26, 000	
	Lock gates, valves, operating machinery, etc.....				947, 700	
	Emergency gate.....				175, 000	3, 129, 950
3	Approach channels to Point Three Points Lock—					1, 569, 350
	Excavation—earth.....	c.y.	3, 030, 000	0. 40	1, 212, 000	
	earth.....	c.y.	106, 000	0. 65	68, 900	
	dredging.....	c.y.	320, 500	0. 90	288, 450	

(A) WORKS SOLELY FOR NAVIGATION—(27 FT. DEPTH)—continued

(i) Upper Pool at Point Rockway—Continued.

No.	Item	Unit	Quantity	Rate	Amount	Total
4	Dykes—					
	Earth fill.....	c.y.	1, 002, 770	0. 90	902, 490	
	Rock fill.....	c.y.	63, 740	1. 00	63, 740	
	Stripping.....	c.y.	156, 560	0. 65	101, 760	
						\$1, 067, 990
5	Land Damage.....				200, 000	
						200, 000
6	Engineering and Contingencies.....			25%		1, 499, 710
7	Total.....					7, 497, 000

(ii) Lower Pool—Opposite Barnhart Island

1	Channel Excavation—					
	(a) Above Long Sault Isd. to Robinson Bay Lock—					
	Excavation—dry earth.....	c.y.	2, 513, 880	0. 65	1, 634, 020	
	Paving.....	c.y.	10, 020	11. 00	110, 220	
						\$1, 744, 240
	(b) Robinson Bay Lock to Grass River Lock—					
	Excavation—dry earth.....	c.y.	2, 942, 200	0. 65	1, 912, 430	
						1, 912, 430
	(c) Grass River Lock to Shore Line—					
	Excavation—dredging.....	c.y.	374, 000	0. 80	299, 200	
						299, 200
	(d) At lower end of Cornwall Isd.—					
	Excavation—dredging.....	c.y.	522, 000	0. 80	417, 600	
	overdepth.....	c.y.	100, 000	0. 80	80, 000	
						497, 600
	(e) At mouth of Grass River—					
	Excavation—dredging.....	c.y.	227, 000	0. 80	181, 600	
						181, 600
2	Drainage ditch					
	Excavation—earth.....	c.y.	10, 200	0. 65	6, 630	
						6, 630
3	Dykes—					
	(a) Above Robinson Bay Lock—					
	Earth fill.....	c.y.	807, 860	0. 42	339, 300	
	Earth fill.....	c.y.	2, 262, 560	0. 90	2, 036, 310	
	Rock fill.....	c.y.	49, 500	1. 00	49, 500	
	Stripping.....	c.y.	312, 110	0. 65	202, 880	
	Trimming.....	s.y.	191, 370	0. 25	47, 840	
	Sodding.....	s.y.	17, 000	0. 45	7, 650	
						2, 683, 480

(A) WORKS SOLELY FOR NAVIGATION—(27 FT. DEPTH)

(ii) Lower Pool—Opposite Barnhart Island—Continued.

No.	Item	Unit	Quantity	Rate	Amount	Total
3	Dykes—Continued.					
	(b) Robinson Bay Lock to Grass River—					
	Earth fill	c.y.	669, 270	0. 42	281, 090	
	Earth fill	c.y.	357, 250	0. 60	214, 350	
	Stripping	c.y.	146, 510	0. 65	95, 230	
	Trimming	s.y.	167, 010	0. 25	41, 750	
	Sodding	s.y.	22, 000	0. 45	9, 900	
	Paving—concrete	c.y.	13, 880	11. 00	152, 680	\$795, 000
	(c) Rock fill guide dyke below Grass River Lock—					
	Rock fill	c.y.	63, 000	2. 00	126, 000	126, 000
4	Guard Gate and Supply Weir above Robinson Bay Lock—					
	Concrete	c.y.	4, 520	12. 00	54, 240	
	Concrete	c.y.	38, 080	10. 00	380, 800	
	Foundation contingency				5, 400	
	Cribwork	c.y.	41, 720	5. 00	208, 600	
	Excavation—earth	c.y.	39, 240	0. 65	25, 510	
	trench	c.y.	3, 310	3. 10	10, 260	
	Sheeting and bracing	M.F.B.M.	59	110. 00	6, 490	
	Lock gates, operating machinery, etc.				149, 000	
	Sluice gates, hoists, etc.				33, 800	874, 120
5	Robinson Bay Lock—Entrance piers and weir—					
	Concrete	c.y.	305, 920	10. 00	3, 059, 200	
	Concrete	c.y.	114, 600	15. 00	1, 719, 000	
	Cribwork	c.y.	84, 390	5. 00	421, 950	
	Excavation—earth	c.y.	878, 530	0. 65	571, 040	
	Lock gates and operating machinery				801, 000	
	Lock valves and operating machinery				100, 000	
	Emergency gate				175, 000	
	Fenders, capstans, lighting equipment, etc.				206, 700	
	Sluice gates, hoists, etc.				52, 690	7, 106, 580
6	Regulating weir at Robinson Bay—					
	Concrete	c.y.	13, 200	12. 00	158, 400	
	Concrete	c.y.	22, 190	10. 00	221, 900	
	Foundation contingency				15, 840	
	Excavation—Rock footings	c.y.	2, 970	2. 40	7, 130	
	Rock trench	c.y.	450	4. 10	1, 850	
	Earth	c.y.	348, 360	0. 65	226, 430	
	Unwatering				35, 650	
	Sluice gates, hoists, etc.				30, 800	698, 000

(A) WORKS SOLELY FOR NAVIGATION—(27 FT. DEPTH)—continued

(ii) Lower Pool—Opposite Barnhart Island—Continued.

No.	Item	Unit	Quantity	Rate	Amount	Total
7	Grass River Lock and Entrance Piers—					
	Concrete-----	c.y.	351,060	10.00	3,510,600	
	Excavation—earth-----	c.y.	1,296,950	0.65	843,020	
	Cribwork-----	c.y.	76,050	5.00	380,250	
	Lock gates and operating machinery-----				845,600	
	Lock valves and operating machinery-----				100,000	
	Fenders, capstans, lighting equipment, etc-----				206,700	
						\$5,886,170
8	N. Y. C. Rly. Diversion and bridges-----				1,308,000	1,308,000
9	Canal lighting and office-----				16,000	16,000
10	Clearing pool—					
	Clearing-----	acre	150	100.00	15,000	15,000
11	Roads—					
	Diversion-----	Mile	30,000	1.25	37,500	
	Improvements-----	Mile	3,000	2.75	8,250	
	New-----	Mile	30,000	2.40	72,000	
						117,750
12	Property damages—Lower Pool—					
	Flowage-----				330,330	
	Severance-----				266,600	
						596,930
13	Engineering and Contingencies-----			25%		6,216,270
14	Total (27 ft. depth)-----					31,081,000

(B) WORKS PRIMARILY FOR POWER

(i) Structures, Head and Tailrace Excavation

1	Tailrace Excavation—					
	(a) Tailrace—					
	Excavation—dry earth-----	c.y.	3,868,300	0.65	2,514,400	
	dry rock-----	c.y.	327,320	1.60	523,710	
	dredging-----	c.y.	844,560	0.90	760,100	
					3,798,210	
	Credit for rock excavation-----				327,320	
						3,470,890
	(b) Crab Island Shoal—					
	Excavation—dredging-----	c.y.	1,284,930	0.90	1,156,440	
	“ overdepth-----	c.y.	178,000	0.90	160,200	
						1,316,640

(B) WORKS PRIMARILY FOR POWER—continued

(i) Structures, Head and Tailrace Excavation—Continued.

No.	Item	Unit	Quantity	Rate	Amount	Total
2	Ice Sluices and Walls at Powerhouse—					
	Concrete.....	c.y.	169,130	12.00	2,029,560	
	Concrete.....	c.y.	115,050	10.00	1,150,500	
	Foundation contingency.....				202,960	
	Excavation—earth.....	c.y.	214,020	0.65	139,110	
	rock footing.....	c.y.	23,920	2.40	57,410	
	Sluice gates, hoists, etc.....				133,600	
						\$3,713,140
3	Powerhouse Structures—					
	Concrete in substructures.....	c.y.	1,209,360	15.00	18,140,400	
	Superstructures.....				3,880,010	
	Gates and racks.....				3,584,090	
	Unwatering.....				1,943,500	
	Excavation—earth.....	c.y.	1,135,850	0.65	738,300	
	dry rock.....	c.y.	235,510	1.60	376,820	
					28,663,120	
	Credit for rock excavation.....				235,510	
						28,427,610
4	Railway Connection to Powerhouse.....					250,000
5	Engineering and Contingencies.....			25%		9,297,720
6	Total.....					46,476,000

(ii) Machinery and Equipment

1	Machinery and Equipment—					
	Generators and turbines.....				31,069,260	
	Switching.....				8,695,780	
	Cranes and service units.....				498,480	
						40,263,520
2	Engineering and Contingencies.....			25%		10,064,480
3	Total.....					50,328,000

(C) WORKS COMMON TO NAVIGATION AND POWER

No.	Item	Unit	Quantity	Rate	Amount	Total
1	Channel excavation—					
	(a) Chimney Point—					
	Excavation—wet rock.....	c.y.	180,500	4.25	767,130	
	dredging.....	c.y.	255,190	0.90	229,670	
						996,800

(C) WORKS COMMON TO NAVIGATION AND POWER—continued

No.	Item	Unit	Quantity	Rate	Amount	Total
1	Channel excavation—Continued.					
	(b) Removal of Spencer Isd. pier— Excavation.....	c.y.	123, 950	1. 50	185, 930	\$185, 930
	(c) Removal of Gut Dam— Excavation.....	c.y.	44, 640	1. 50	66, 960	66, 960
	(d) Removal of centre wall Locks 27 and 25 and Canal Bank— Excavation—Masonry and crib- work.....	c.y.	14, 630	1. 60	23, 410	
	Dredging.....	c.y.	181, 000	0. 90	162, 900	186, 310
	(e) North Galop Channel to below Baycraft Island— Excavation—dry earth.....	c.y.	2, 839, 980	0. 65	1, 845, 980	
	dry rock.....	c.y.	224, 540	1. 60	359, 260	
	dredging.....	c.y.	2, 197, 000	0. 90	1, 977, 300	
	wet rock.....	c.y.	232, 690	4. 25	988, 930	5, 171, 470
	(f) South Galop Channel—from But- ternut Isd. to south of Bay- craft Isd.— Excavation—dry earth.....	c.y.	464, 610	0. 65	302, 000	
	dry rock.....	c.y.	2, 620, 530	1. 60	4, 192, 850	
	dredging.....	c.y.	362, 520	0. 90	326, 270	
	Unwatering—incl. banks.....				1, 422, 960	6, 244, 080
	(g) South of Baycraft Isd. to below Lotus Isd.— Excavation—dry earth.....	c.y.	416, 030	0. 65	270, 420	
	dry rock.....	c.y.	289, 670	1. 60	463, 470	
	dredging.....	c.y.	2, 648, 780	0. 90	2, 383, 910	3, 117, 800
	(h) South of Lalone Isd.— Excavation—dry earth.....	c.y.	289, 200	0. 65	187, 980	
	dry rock.....	c.y.	263, 200	1. 60	421, 120	609, 100
	(i) Sparrowhawk Point— Excavation—dredging.....	c.y.	3, 004, 090	0. 90	2, 704, 040	
	dry earth.....	c.y.	1, 490, 790	0. 65	969, 010	3, 673, 050
	(j) Galop Canal Bank, Presqu'isle and Toussaints Isd.— Excavation—dredging.....	c.y.	2, 557, 600	0. 90	2, 301, 840	
	dry earth.....	c.y.	324, 770	0. 65	211, 100	2, 512, 940
	(k) Point Three Points— Excavation—dredging.....	c.y.	3, 442, 590	0. 90	3, 098, 330	
	dry earth.....	c.y.	1, 052, 130	0. 65	683, 880	3, 782, 210

(C) WORKS COMMON TO NAVIGATION AND POWER—continued

No.	Item	Unit	Quantity	Rate	Amount	Total
1	Channel excavation—Continued.					
	(l) Leishman's Point and Opposite Leishman's Point—					
	Excavation—dredging.....	c.y.	1, 719, 620	0. 90	1, 547, 660	
	dry earth.....	c.y.	1, 582, 580	0. 65	1, 028, 680	\$2, 576, 340
	(m) North and South side of Ogden Island—					
	Excavation—dredging.....	c.y.	1, 400, 780	0. 90	1, 260, 700	
	dry earth.....	c.y.	3, 814, 700	0. 65	2, 479, 560	
	dry rock.....	c.y.	65, 490	1. 60	104, 780	
	Unwatering.....				194, 930	4, 039, 970
	(n) Morrisburg Canal Bank and Canada Island—					
	Excavation—dredging.....	c.y.	1, 364, 930	0. 90	1, 228, 440	
	dry earth.....	c.y.	201, 300	0. 65	130, 850	
	masonry.....	c.y.	13, 770	1. 60	22, 030	
	Rip-rap.....	c.y.	5, 180	2. 70	13, 990	1, 395, 310
	(o) North side of Cornwall Island—					
	Excavation—dry earth.....	c.y.	800, 000	0. 65	520, 000	
	dredging.....	c.y.	634, 560	0. 80	507, 650	1, 027, 650
	(p) South side of Cornwall Island—					
	Excavation—dry earth.....	c.y.	618, 270	0. 65	401, 880	
	dredging.....	c.y.	3, 150, 370	0. 80	2, 520, 300	2, 922, 180
	(q) Engineering and Contingencies.....			25 %		9, 627, 900
	(r) Total.....					48, 136, 000
2	Ice Cribs above Prescott and above Galop Isd.—					
	(a) Cribs, booms and rockfill—					
	Cribwork.....				200, 000	
	Booms.....				45, 000	
	Rock fill.....				281, 000	526, 000
	(b) Engineering and Contingencies.....			25 %		130, 000
	(c) Total.....					656, 000

(C) WORKS COMMON TO NAVIGATION AND POWER—continued

No.	Item	Unit	Quantity	Rate	Amount	Total
3	Iroquois Point Dam—					
	(a) Dam—					
	Concrete-----	c.y.	91,340	16.00	1,461,440	
	Concrete-----	c.y.	22,450	12.00	269,400	
	Concrete-----	c.y.	6,470	10.00	64,700	
	Foundation contingency-----				173,080	
	Excavation—Earth-----	c.y.	37,890	19.00	719,910	
	Rock-----	c.y.	7,060	27.00	190,620	
	Earth-----	c.y.	69,920	0.90	62,930	
	Rock fill-----	c.y.	234,550	2.00	469,100	
	Gates, bridges, etc-----				682,200	
	Placing caissons-----				780,000	
						\$4,873,380
	(b) Engineering and Contingencies-----					2,436,620
	(c) Total-----					7,310,000
4	Dykes—					
	(a) North and South end of Iroquois Pt. Dam—					
	Earth fill-----	c.y.	83,720	0.90	75,350	
	Rock fill-----	c.y.	6,790	1.00	6,790	
	Stripping-----	c.y.	16,500	0.65	10,730	
						92,870
	(b) U. S. Shore-Wilson Hill to Louisville Landing—					
	Earth fill-----	c.y.	556,640	0.90	500,980	
	Rock fill-----	c.y.	50,120	1.00	50,120	
	Stripping-----	c.y.	106,400	0.65	69,160	
						620,260
	(c) West and East of Massena Canal—					
	Earth fill-----	c.y.	1,843,600	0.90	1,659,240	
	Rock fill-----	c.y.	185,990	1.00	185,990	
	Stripping-----	c.y.	231,920	0.65	150,750	
						1,995,980
	(d) Between Massena Canal and Navigation Canal—					
	Earth fill-----	c.y.	478,660	0.90	430,800	
	Rock fill-----	c.y.	29,510	1.00	29,510	
	Stripping-----	c.y.	72,170	0.65	46,910	
						507,220
	(e) East and West of Long Sault Dam—					
	Earth fill-----	c.y.	339,530	0.90	305,580	
	Rock fill-----	c.y.	48,840	1.00	48,840	
	Stripping-----	c.y.	32,360	0.65	21,030	
						375,450

(C) WORKS COMMON TO NAVIGATION AND POWER—continued

No.	Item	Unit	Quantity	Rate	Amount	Total
4	Dykes—Continued.					
	(f) Canadian side—					
	Earth fill.....	c.y.	4, 212, 180	0. 90	3, 790, 960	
	Rock fill.....	c.y.	583, 550	1. 00	583, 550	
	Stripping.....	c.y.	392, 820	0. 65	255, 330	\$4, 629, 840
	(g) On Barnhart Island—					
	Earth fill.....	c.y.	1, 578, 480	0. 90	1, 420, 630	
	Rock fill.....	c.y.	126, 600	1. 00	126, 600	
	Stripping.....	c.y.	201, 590	0. 65	131, 030	1, 678, 260
	(h) Engineering and Contingencies.....			25%		2, 474, 120
	(i) Total.....					12, 374, 000
5	Supply channel and weir at Massena—					
	(a) Supply channel and weir—					
	Concrete.....	c.y.	28, 260	12. 00	339, 120	
	Concrete.....	c.y.	66, 410	10. 00	664, 100	
	Foundation contingency.....				33, 910	
	Excavation—rock footing.....	c.y.	5, 400	2. 40	12, 960	
	rock trench.....	c.y.	650	4. 10	2, 660	
	earth.....	c.y.	988, 540	0. 65	642, 550	
	dredging.....	c.y.	46, 000	0. 90	41, 400	
	Concrete paving.....	c.y.	6, 550	11. 00	72, 050	
	Gates, bridges, hoists, etc.....				82, 100	1, 890, 850
	(b) Engineering and Contingencies.....			25%		472, 150
	(c) Total.....					2, 363, 000
6	Diversion cut through Long Sault Island—					
	(a) Diversion cut—					
	Excavation—dry earth.....	c.y.	2, 172, 420	0. 65	1, 412, 070	
	dry rock.....	c.y.	29, 110	1. 60	46, 580	
	dredging.....	c.y.	317, 500	0. 90	285, 750	
	Concrete paving.....	c.y.	28, 270	11. 00	310, 970	2, 055, 370
	(b) Engineering and Contingencies.....			25%		513, 630
	(c) Total.....					2, 569, 000
7	Main Long Sault Dam—					
	(a) Dam—					
	Concrete.....	c.y.	709, 070	12. 00	8, 508, 840	
	Concrete.....	c.y.	81, 290	10. 00	812, 900	
	Foundation contingency.....				850, 880	
	Excavation—earth.....	c.y.	1, 402, 490	0. 65	911, 620	
	rock footings.....	c.y.	116, 260	2. 40	279, 020	
	rock trench.....	c.y.	530	4. 10	1, 640	
	Gates, towers, hoists, etc.....				978, 300	
	Unwatering.....				3, 700, 000	16, 043, 200

(C) WORKS COMMON TO NAVIGATION AND POWER—continued

No.	Item	Unit	Quantity	Rate	Amount	Total
7	Main Long Sault Dam—Continued.					
	(b) Engineering and Contingencies			25%		\$4, 011, 800
	(c) Total					20, 055, 000
8	Guard Gate, 14 ft. Lock and Weir at Maple Grove—					
	(a) Lock, entrance piers and weir—					
	Concrete	c.y.	98, 340	10. 00	983, 400	
	Cribwork	c.y.	40, 870	5. 00	204, 350	
	Excavation—earth	c.y.	859, 600	0. 65	558, 740	
	earth trench	c.y.	5, 790	4. 00	23, 160	
	Sheeting and bracing				15, 950	
	Lock gates, sluice gates, hoists, etc.				314, 000	
						2, 099, 600
	(b) Engineering and Contingencies			25%		524, 400
	(c) Total					2, 624, 000
9	14 ft. Lock and Dykes at Iroquois—					
	(a) Lock—					
	Concrete	cu. yd.	19, 140	10. 00	191, 400	
	Excavation—earth	cu. yd.	78, 100	0. 65	50, 770	
	Earth fill	cu. yd.	162, 040	0. 90	145, 840	
	Rock fill	cu. yd.	13, 650	1. 00	13, 650	
	Stripping	cu. yd.	31, 630	0. 65	20, 560	
	Lock gates, etc.				60, 000	
						482, 220
	(b) Engineering and Contingencies			25%		121, 780
	(c) Total					604, 000
10	Railroad relocation—					
	(a) Norwood and St. Lawrence Rly				207, 500	
	(b) Canadian National Rly				2, 750, 000	
						2, 957, 500
	(c) Engineering and Contingencies			25%		738, 500
	(d) Total					3, 696, 000
11	Clearing Pool—					
	(a) U. S. side				359, 000	
	(b) Can. side				55, 000	
						414, 000
	(c) Engineering and Contingencies			25%		104, 000
	(d) Total					518, 000
12	Rehabilitation of Morrisburg					5, 024, 000
13	Rehabilitation of Iroquois					3, 379, 000
14	Acquisition of land, etc., U. S. side					4, 657, 000

(C) WORKS COMMON TO NAVIGATION AND POWER—continued

No.	Item	Unit	Quantity	Rate	Amount	Total
15	Acquisition of lands, etc., Can. side-----					\$14, 011, 000
16	Highway relocation—					
	(a) U. S. shore-----				549, 500	
	(b) Can. shore-----				1, 700, 000	
	(c) Engineering and Contingencies-----			25%		2, 249, 500
						562, 500
	(d) Total-----					2, 812, 000

Europe

THE PILGRIMS' LUNCHEON ADDRESS BY THE AMERICAN
AMBASSADOR TO GREAT BRITAIN³

[Released to the press March 18]

The Pilgrims' luncheon gives me the first opportunity to express formally and publicly my deep appreciation of the extraordinary welcome that I have received since my arrival in England. I realize that in honoring me you wish to do honor to my country, but I would like to say that your personal kindness to me in doing it will always be cherished and remembered. I hope that I may be able to convey to the American people some measure of the warmth and sincerity you have shown their representative. The policies which draw your country and mine more closely together, in face of a common peril, are policies to which the American people as a whole have solemnly committed themselves. I shall of course do what little lies within my power to carry out those policies, but it is the great mass of American people, working in the factories and in the shipyards and on the farms who are building the arsenals and the granaries for democracy's

defense. It is they who with their labor and resources will provide the tools, the ships, the planes, the guns, the ammunition, and the food—for all those here and everywhere—*hic et ubique*, as it is written on the Pilgrims' crest—who defend with their lives freedom's frontiers. The American people have now girded themselves to provide these things with the utmost speed, in the greatest volume, and with all the skill at their command.

At different periods of history it has fallen to the lot of one nation or group of nations rather than another to guard and defend the frontiers of freedom and civilization. Each nation or group of nations to which that lot has fallen, has gained from it its finest traditions and most enduring heritage. Nations, like individuals, derive greatness from deeds which benefit not themselves alone but all mankind. It was England's proud privilege to give to the world Magna Charta—the conception of due process and equal protection of the law, a conception cherished today by free men everywhere. It was America's privilege to give to the world the Declaration of Independence, of which

³ Delivered by Mr. Winant in London on March 18, 1941.

Abraham Lincoln said, it was not the mere matter of separation of the colonies from the motherland, but that sentiment in the declaration which gave liberty, not only to the people of this country, but hope to all the world, for all future time. It was that which gave promise that in due time the weight would be lifted from the shoulders of all men and that all would have an equal chance. Today I believe that the British people are happy to recognize that the ideas embodied in the Declaration of Independence were the ideas of Chatham and Burke as well as of Washington and Jefferson, and that those ideas helped to create not only the American Republic but the British Commonwealth of Free Nations. It was the privilege of France, notwithstanding the excesses of the revolution, to give undying meaning to the words "liberty, equality, fraternity"—words which will forever ring in the ears of those who fight in freedom's cause.

But I would not have you believe that I think that the cause of freedom is the cause of any one nation or group of nations. The cause of freedom is the cause of all men everywhere. The history of freedom is the history of civilized man, to which all nations, not excepting the nations now held enthralled by the dictators, have in the past made notable contributions. Today it is the honor and destiny of the British people to man the bridgehead of humanity's hopes. It is their privilege to stand against ruthless and powerful dictators who would destroy the lessons of two thousand years of history. It is your destiny to say to them, Here you shall not pass. You have said so little—you have done so much. It is all part of a soldier's faith—to have known great things and to be content with silence. Never in any struggle between barbarism and civilization has so much been at stake. Naziism has called into question every tenet in the faith of civilized man. It has refused to recognize the dignity of man as a human individual. It has deliberately and ruthlessly denied to man freedom of speech, freedom of religion, and equality before the law. The world has known tyranny

before but never tyranny more cruel and absolute or as relentlessly organized. For Naziism has stolen and run amuck with the great inventions of free and inquiring minds and has set about using them not to liberate but to enslave the human spirit.

Peace-loving peoples are slow to believe that others are plotting their destruction and the obliteration of everything they hold dear. But once aroused to the dangers, once convinced that they cannot live in peace with those bent on their destruction, tolerant and peace-loving peoples have within them latent resourcefulness, energy, and fortitude that tyranny can neither match nor master. In the struggle against the Nazis, the people of Britain hold the front line but they do not stand isolated and alone. Your dominions and your colonies are mustering their forces to bring you ever-increasing aid. America, as President Roosevelt said last Saturday night, has gone into action. It is mobilizing with ever-growing speed its tremendous resources to make available to you the sinews of war. On every continent, in every country, on every island—wherever there are men and women who value freedom and love liberty—you have friends and allies. Your magnificent resistance has not only moved other democracies into action, it has given new hope and new courage to the Czechs, the Poles, the Dutch, the Danes, the Norwegians, the Belgians, and the French. Even today throughout the Continent of Europe there are legions who yearn for your victory, which means freedom for them as well as for you.

The great mass of common men the world over are not deceived by the Nazis' talk of a new order. They realize that there is no order or security in tyranny. They want what the British people want. They want what the American people want. They want a friendly, civilized world of free peoples in which Christian virtues and moral values are not spurned as decadent and outmoded—a world where honest work is recognized and a man can own himself. They have not lost their faith in individual liberty and the democratic way of life. They

are not content to be deprived of those freedoms which they know to be essential to the welfare of man. They desire freedom of speech and expression. They desire freedom to worship God in accordance with their own conscience. They desire freedom from want, or if I may borrow the words used by your Prime Minister in a broadcast to America spoken more than two years ago, they desire a world of increasing hope and enjoyment for the common man, the world of honored tradition and expanding science. Lastly they desire freedom from the fear of armed aggression. They know that those freedoms cannot be had in a world dominated by totalitarian tyranny. They know that those freedoms can be won only by your victory. The free peoples of the world have come to realize that the enslavement of one nation is a threat to the liberty of all nations. This is the significance of the world situation, clearer today than ever before. The peoples of the world were not and are not destined for subjugation to the will of others. There is no people or race charged with the responsibility or endowed with the ability to dominate the world.

But we must recognize that the well-being of men and of nations has become interwoven with the well-being of other men and other nations in a degree that would have been inconceivable a few short decades ago. A much greater degree of cooperation is required between men and between nations than was necessary before the days when the engine and the dynamo came to influence our lives. That cooperation can give to the great mass of men and women a higher standard of living than our forefathers would have ever dreamed possible. While we have accepted the machine we have not always learned to cooperate with one another to make the machine the servant and not the master of mankind. Never has man been able to live unto himself alone, but never has it been so necessary for man to live and work and cooperate with his fellowmen as it is today.

In an interdependent world men must coop-

erate, dominate, or perish. Fear that their neighbors may seek to dominate them has caused too many men to think that they should dominate their neighbors. It has been that fear in the past which has too frequently blinded men to their common interests and has set class against class and nation against nation. It is that fear which is the root cause of the counter-revolution—the effort of the few to impose by force their will upon the many—a fear that has brought so much grief to our generation. It is that fear of other men and other nations which dictators and demagogues have exploited not to give men their freedom but to enslave them. It is that fear that the cooperation of free nations alone can and will overcome.

The road ahead is hard. The lost years are gone. A new spirit is abroad. Free peoples are again cooperating to win a free world and no tyranny can frustrate their hopes. Those who now suffer and die in this effort do so for the common good of the free peoples of the earth who shall follow after them, and who, with the help of God, shall build from these sacrifices a citadel of freedom so strong that force may never again seek its destruction.

So far as your people and our people are concerned, I hope that we may work together in the spirit of the moving words which your poet laureate, Mr. John Masefield, addressed to me on my coming to England. May I read them to you?

"Two with like laws and language should be friends.

Whatever enmities have marred a past,
A future with good will may make amends
And build a new world happier than the last.
Your coming and your friendship are a cheer.
If yours and ours will but understand,
Earth's future children will not live in fear,
Nor deed of spirit die by deed of hand."

May we help one another to build a new world happier than the last so that earth's future children will not live in fear.

FOOD RELIEF FOR UNOCCUPIED FRANCE

STATEMENTS BY THE ACTING SECRETARY OF STATE

[Released to the press March 17]

In reply to inquiries from newspaper correspondents regarding remarks attributed to the French Ambassador,⁴ the Acting Secretary of State, Mr. Sumner Welles, said:

"The French Ambassador undoubtedly has reference to a request he has submitted for emergency release of food grains for unoccupied France as cargo for two French ships now in New York. He has been informed that the President was entirely willing that this request should be raised with the American Red Cross, which now has it under consideration.

"It is, of course, obvious that the American Government must assure itself that the final consumption of all food sent takes place within the area of unoccupied France."

[Released to the press March 22]

A statement by the Acting Secretary of State, made on March 22, follows:

"On March 17, I referred to the matter of shipments of food to France and the President's willingness that the gift of two shiploads to unoccupied France, under the auspices of the American Red Cross, should be given consideration.

"The President has authorized the American Red Cross to use for this specific purpose an

allocation from the funds appropriated by Congress for civilian relief abroad. Arrangements have now been completed by the American Red Cross for the forwarding of two shiploads of flour to unoccupied France in two French ships now at New York, the distribution to be by the American Red Cross, which already has a large organization operating in unoccupied France in connection with the distribution of milk and clothing for children. The French Government has given all the assurances required in order that the American Red Cross may have every facility for carrying out its responsibilities with regard to the distribution, and the French Government has further given assurances that:

"(1) These shipments will be sent solely to unoccupied ports.

"(2) Every pound of food so sent will be distributed within unoccupied France to its ultimate destination under the direct supervision of the American Red Cross.

"(3) Not a single pound of similar or equivalent foodstuffs will be permitted to pass from unoccupied France to occupied France.

"(4) These ships will return immediately to the United States.

"The British Government has agreed to the passage of the two shipments because it is satisfied that the assurances given are adequate."

DETENTION OF AMERICAN NEWSPAPER CORRESPONDENTS BY GERMAN AUTHORITIES

[Released to the press March 19]

The American Embassy in Paris has informed the Department that Mr. Jay Allen, an

⁴After a call on the President at noon, March 17, the French Ambassador, Mr. Henry-Haye, was reported in the newspapers as predicting that food would soon be made available to unoccupied France through the American Red Cross, and as stating that he had thanked the President "in the name of the children and women of France".

American newspaper correspondent, came to Paris from Vichy last week without the required authorization. The German authorities apprehended him while he was endeavoring to recross the demarcation line in returning to Vichy.

The Embassy reports that the German authorities take the view that Mr. Allen had full knowledge of the requirements and that any-

one who deliberately disregards their military regulations must not expect special consideration but must accept the responsibility for his actions. The German authorities have stated that Mr. Allen will not be dealt with harshly but that he may expect to be detained for a certain period.

The Embassy is keeping in touch with the local German authorities in the matter.

[Released to the press March 21]

The American Embassy in Berlin reported on March 20 that Mr. Richard C. Hottelet of the Berlin staff of the United Press, who was apprehended on March 15 and is being detained by the German authorities under suspicion of espionage, was visited on March 20 by a representative of the American Embassy, who found him obviously well and composed and without complaint as to conditions and treatment. He wished his family and home office to be assured of his confidence that his case will be settled soon and satisfactorily, and he sends best greetings. Arrangements were made to provide him with reading matter and desired personal items. Mr. Hottelet was reassured that the Embassy is following his case closely.

PILLAGING OF CHURCH IN MOSCOW

[Released to the press March 20]

On March 4, 1941 correspondents inquired regarding press reports from Moscow that Ambassador Steinhardt had protested to the Soviet Government regarding the pillaging of the Catholic Church in that capital. The correspondents were informed that the Catholic Church of St. Louis in Moscow, which is in the charge of Father Leopold Braun, an American citizen, and is the church at which members of the American Embassy worship, had been robbed five times during the past year and had recently been desecrated. The Department stated that protests had been lodged with the Government of the Union of Soviet Socialist Republics from time to time, and that, as a result of the recent pillaging and desecration, a

formal note of protest had been lodged. It was explained that the Government of the United States had taken the view in this connection that the failure to protect the church was not in consonance with the spirit of the agreement with Mr. Litvinoff of November 16, 1933, when the two Governments established diplomatic relations. Correspondents were informed on March 4 that the Soviet authorities had reported that they were investigating the matter.

Ambassador Steinhardt has now reported to the Department that he has received a note from the Soviet Commissariat for Foreign Affairs to the effect that, according to information received from the competent authorities, the thefts which occurred in the Church of St. Louis on the night of November 6, 1939 and on April 9, 1940 were committed by three professional thieves whose names were set forth in the note, and that the thefts on December 25 and December 29, 1940 and on February 14, 1941 were committed by a professional thief whose name was also given. The note states that all the persons named, who have long criminal records, as well as a professional receiver of stolen goods who was also named, were arrested on March 14, 1941 and are being prosecuted under the penal laws. The note from the Soviet Government concludes with the statement that a "considerable part" of the articles stolen from the church have been located, that a search for the balance of the stolen articles is being conducted, and that those articles already recovered will be returned within a few days to the "church attendant".

The Far East

MESSAGE FROM CHIANG KAI-SHEK TO THE PRESIDENT

[Released to the press March 22]

The following is the text of a message from Generalissimo Chiang Kai-shek of China to President Roosevelt, dated March 18, 1941:

"The people of China, whether engaged in fighting the aggressor or toiling in the fields and workshops in the rear in support of the defenders, will be immeasurably heartened by your impressive reaffirmation of the will of the

American people to assist them in their struggle for freedom from foreign domination, and in the resumption of their march towards democracy and social justice for all."

General

THE NEED FOR SPIRITUAL RE-BIRTH

STATEMENT BY CORDELL HULL

There are at work in the world today powerful forces the significance of which no individual and no nation can ignore without falling into a position of the gravest danger and of the utmost jeopardy. These forces are not new in the experience of mankind. They rose on many occasions in the past and, for varying periods and with varying intensity, held sway over human affairs. They spring today from the same source from which they have always sprung in the past—from godless and soulless lust for power which seeks to hold men in physical slavery and spiritual degradation and to displace a system of peaceful and orderly relations among nations by the anarchy of wanton violence and brute force.

These massed forces of lust for tyrannical power are directed against the very bases of the way of life which has come to be the cherished ideal of a preponderant majority of mankind—against the moral, spiritual, social, political, and economic foundations of modern civilization. Nation after nation has been crushed into surrender, overrun and enslaved by the exercise of brute force combined with fraud and guile. And as the dismal darkness descends upon more and more of the earth's surface, its menacing shadow falls blacker and blacker athwart our continent. The very instinct of self-preservation bids us beware.

We have the power to meet that menace successfully. For that we need material means

of defense. These means we are determined to create, and we are creating them. But more than that is needed.

Men will defend to the utmost only that in which they have complete faith. No more vital test has ever confronted the American people than that which confronts it today. There are difficult and dangerous times ahead. Our national independence and our cherished institutions are not immune from the challenge of the lust for power that already stalks so much of the earth's surface. Unprecedented effort and heavy sacrifices will be required of us as the price of preserving, for ourselves and for our posterity, the kind of America that has been fostered and preserved for us by the vigilance, courage, and sacrifice of those who preceded us. We shall succeed if we retain unimpaired the most precious heritage which they bequeathed us—an unshakable faith in the everlasting worth of freedom and honor, of truth and justice, of intellectual and spiritual integrity, a triumphant faith in God.

Without that faith, no material means of defense will suffice. With it, we need fear no enemy outside or within our borders.

We need today a resurgence of spiritual purpose and of moral stamina. We must re-dedicate ourselves to the service, the defense, and the nurturing of freedom under justice and law. Our homes, our schools, our churches, our leaders in every walk of life must inculcate this faith and this spirit.

Our churches, particularly, have an exceptionally important role to play in this work of spiritual re-birth. The terrible misfortunes which are being visited upon mankind have been the result of a dangerous deterioration of standards of personal and of national conduct. We desperately need today a revival of religious fervor, a renewed humility before God in support of wholehearted adherence to high standards of individual and group behavior.

In times of grave crises, there are always some who fall a prey to doubt and unreasoning fear; some who seek refuge in cynicism and narrow self-interest; some who wrap themselves in the treacherous cloak of complacency. All these are dangers that lie within us.

Each and every one of us must search his mind and his heart for these signs of fatal weakness. The stern realities of the crisis which is upon us call, as never before, for vision and for loyalty. They call for all the strength of hand, of mind, and of spirit that we can muster. They call for self-reliance, for self-restraint, for self-imposed and freely accepted discipline. They call for the kind of national

unity that can be achieved only by free men, invincible in their resolve that human freedom must not perish. They call for unselfish service today if we are to win through to a secure and bright tomorrow.

A responsibility seldom equalled in gravity and danger rests upon each and every one of us. Neglect or delay in assuming it, willingly and fully, would place in mortal danger our way of life and the sacred cause of human freedom. Were we to fail in that responsibility, we would fail ourselves; we would fail the generations that went before us; we would fail the generations that are to come after us; we would fail mankind; we would fail God.

I am supremely confident that we shall not fail. I am certain that in the minds and hearts of our people still lie welling springs—inexhaustible and indestructible—of faith in the things we cherish, of courage and determination to defend them, of sacrificial devotion, of unbreakable unity of purpose. I am certain that, however great the hardships and the trials which loom ahead, our America will endure, and the cause of human freedom will triumph.

COORDINATION OF RELIEF ACTIVITIES

[Released to the press March 20]

The Committee appointed by the President for the purpose of canvassing certain problems existing in the field of war-relief agencies,⁵ directed both to domestic and foreign relief, held its first meeting March 20 in the Conference Room of the Department of State.

Those present were the chairman, Mr. Joseph E. Davies; Mr. Charles P. Taft; and Mr. F. P. Keppel.

At the conclusion of the meeting, the Committee issued the following statement through Chairman Davies:

"Conforming to the President's request, the Committee is acting promptly and energetically

in this matter which is directed not only to the protection of the public interest but for the benefit of the relief organizations in the United States and their beneficiaries.

"The field is a broad one. It covers not only some 300 war-relief agencies under the Neutrality Act but many other agencies outside of the Neutrality Act provisions, as well as private, secular, and religious welfare agencies, the American Red Cross, the Federal Security Agency, and the Committee for the Educational and Recreational Facilities of the Army and Navy. The purpose of the Committee is to be helpful and constructive.

"The Committee has already had conferences with the Federal Security Administrator, Mr. Paul McNutt; Chairman of the Red Cross, Mr. Norman Davis; and officials of the State De-

⁵ See the *Bulletin* of March 15, 1941 (vol. IV, no. 90), pp. 281-282.

partment. The plans of the Committee have been made to obtain as quickly as possible a basis of all facts available, upon which judgments may be predicated, as to what if any action may be required to secure greater effectiveness in the public interest.

"Many communications have already been received from relief organizations proffering their assistance and support and expressing their gratification that the Secretary of State should have proposed a centralized agency for the gathering of information covering the whole field and which would be available to them for their information in making their plans.

"In the field of foreign relief many agencies now raise funds without full knowledge of the relief resources already in hand, the needs which actually require relief, or the shipping facilities available for the transportation of relief materials. Obviously this situation requires correction which can only be secured through a knowledge of the facts covering the entire field.

"It should be said, for the information of the public, that the 300-odd war-relief organizations

providing aid to foreign countries and which under the Neutrality Act are under the supervision of the State Department, have raised, collected, and administered a total of \$27,000,000, in most cases at an average cost which reflects great credit on the ability and character of these organizations.

"With the cooperation of the various relief agencies, and with the aid of the Red Cross and the Government agencies, the Committee expects to be able to secure, within a reasonably short time, sufficient basis of fact to enable it to report to the President and to make recommendation as to what steps, if any, might be taken to maintain a balance between the facilities available for foreign war relief and the necessities arising under our national defense, so that public and private welfare services in connection therewith and essential to our own war services, shall be conserved; and so that the most enlightened and intelligent judgment shall be applied in the raising and disbursing of moneys generously contributed by the American public to these worthy causes."

PROTECTION OF AMERICAN HOLDINGS IN FOREIGN COUNTRIES

Information regarding protection of American holdings in foreign countries follows:

1. The United States Government does not undertake to guarantee American holdings or investments in foreign countries against depreciation or to obtain preferential treatment for them. When occasion arises, however, it does extend to the property and holdings of American citizens in foreign countries such protection as may be appropriate and feasible under existing conditions. It must be remembered that real and personal property within the jurisdiction of a foreign government are, generally speaking, subject to the laws of that government, and in the absence of a specific treaty provision to the contrary there is no way in which a private individual or concern may se-

cure immunity from the law for property held within the jurisdiction of a particular state, especially if applied to its nationals and foreigners alike. Moreover, American diplomatic and consular officers are prohibited by law from acting as agents or attorneys in connection with private matters for American citizens. The officers abroad of the Department of State are prepared to supply, without responsibility, the names of persons believed to be qualified to act in behalf of American citizens, and such officers will afford appropriate assistance to the representatives of American citizens. American citizens having property or other interests in foreign countries should endeavor to keep themselves currently informed of the status of their holdings through the usual channels.

2. In order that the Department of State may be in a position to consider issuing instructions to its representatives abroad in regard to the protection of specific American interests, it should be in possession of documentary evidence that the holdings in question are American-owned.

(A) If the applicant is an individual and recently has been issued an American passport, sufficient information should be supplied to the Department of State to permit checking the American citizenship against the records of the Department.

If the applicant has never been issued an American passport, then, in the case of a native American citizen, a certified copy of the birth certificate or baptism record or other evidence should be submitted. If citizenship was acquired by naturalization after December 16, 1906, the Department should be informed of the place and date of naturalization and the number of the naturalization certificate. If naturalization occurred before December 16, 1906, a statement of the pertinent facts should be obtained from the court where the naturalization took place.

(B) In the case of a corporation, an affidavit in triplicate should be submitted by a responsible officer of the corporation, setting forth the date and place of incorporation, the name and nationality of each officer and director, the type, number, and value of each class of stock outstanding, and the amount thereof which is American-owned.

(C) In the case of an unincorporated company, an affidavit in triplicate should be submitted by a responsible member of the firm, setting forth the date and place of the company's organization, and the names, addresses, and nationality of each partner thereof.

3. Documentary evidence of ownership of the holdings should be submitted in triplicate in the form of certified copies or photostats of the original documents. Any documents in a foreign language should be accompanied by English translations also in triplicate. If docu-

mentary evidence is not available, a sworn statement, in triplicate, containing a complete description of the property or other holdings and all pertinent facts may be submitted in lieu of documentary evidence. In the case of real property the place, book, and page where registration of ownership is recorded should if possible be included in the statement.

4. Attention is invited to the provisions of the President's Executive Order No. 8389 of April 10, 1940,⁵ as amended, which prohibits, except under licensing regulations issued by the Secretary of the Treasury, transactions in foreign exchange, transfers of credits, et cetera, if involving Denmark, Norway, the Netherlands, Belgium, Luxemburg, Latvia, Lithuania, Estonia, France, Rumania, Bulgaria, or Hungary, nationals thereof, or persons domiciled therein. Inquiries regarding this Executive order may be addressed to the Federal Reserve Bank of the district in which the applicant resides or has his principal office or agency, or to the Federal Reserve Bank of New York, N. Y.

This Department is not aware of any Executive order or statute under which claims of American citizens against nationals of any of the countries mentioned may be offset against the assets of those countries in the United States covered by Executive Order No. 8389, as amended.

CONTROL OF EXPORTS IN NATIONAL DEFENSE

The following circular letters have been recently sent by the Secretary of State to collectors of customs:

"A question has arisen in regard to the interpretation of the '10 percent more or less' clause which is frequently included in paragraph (6) of license to export petroleum products. The following interpretation should be given to this clause:

"1. If the license is completed in one shipment and that one shipment consists of a

⁵ *Federal Register* 1400.

quantity not more than 10 percent in excess of that specified under paragraph (6), that shipment should be permitted to clear under the license.

"2. A license should be considered complete when a shipment made thereon has brought the total quantity exported against the license up to exactly the figure designated in paragraph (6) and no further shipments should be permitted thereon even though these shipments bring the total within 10 percent more of the quantity declared.

"3. If, however, in a series of shipments the last shipment which will bring the total amount exported on the license up to the amount specified under paragraph (6) includes an additional quantity which will bring the total shipments made against the license up to not more than 10 percent in excess of the figure specified in paragraph (6), that shipment should be permitted to depart.

"Thus, a shipment of 10 gallons against a license authorizing the exportation of 100 gallons more or less of gasoline should be permitted to depart if the total quantity previously exported against this license was less than 100 gallons but should not be permitted if previous shipment has brought the total up to 100 gallons."

"MARCH 17, 1941.

"Reference is made to previous circular air mail letters in regard to the interpretation of the regulations issued pursuant to section 6 of the Export Control Act, approved on July 2, 1940.

"For the purposes of the regulations governing the exportation of metal drums and containers, you are informed that, until further notice, tank cars in the form of one or more tanks which are permanently affixed to the car are not considered metal drums or containers within the meaning of the regulations, and therefore no license should be required for their exportation. However, tanks designed as separate or removable units which are placed on cars tem-

porarily or in such a manner as to be readily removable—although held in place by the necessary wires, guys and supports—are considered to fall within the purview of the regulations, and a license should therefore be required for their exportation. An export license should be required in the case of a tank car designed in such a manner that the tank may be left at the destination and the car returned without it."

Collectors of customs were informed by the Secretary of State in a circular letter dated March 7, 1941, that unlimited licenses have been issued authorizing the exportation of aviation motor fuel and aviation lubricating oil to certain parts of the British Empire. Exporters are required to insert on the Shippers' Export Declaration the appropriate license number, which is obtainable from the British Purchasing Commission. The unlimited licenses apply to the following parts of the British Empire:

Australia	Windward Islands
New Zealand	Bahamas
Newfoundland	Barbados
Union of South Africa	Bermuda
Burma	Jamaica
India	Trinidad
Palestine	Gold Coast
Tanganyika Territory	Nigeria
Aden	Sierra Leone
Leeward Islands	Straits Settlements

"MARCH 17, 1941.

"Reference is made to the Department's circular letter of December 28, 1940 in regard to the interpretation of the regulations issued pursuant to section 6 of the Export Control Act of July 2, 1940.

"Until further notice the term 'Aircraft parts, equipment, and accessories other than those listed in the President's proclamation of May 1, 1937', as used in the above-mentioned regulations, should be interpreted to include the following:

"Aircraft navigation instruments; aircraft radio transmitting and receiving sets; aircraft gyro instruments; bomb rack controls; frame assemblies; rudder pedals; automatic pilot controls; wing tips; control columns; fuel tanks; struts and braces; de-icers;

bomb sights; aerial cameras; parachutes; flares; and the following aircraft engine parts: cowls, magnetos, carburetors, spark plugs, cylinders, crank cases, starters, superchargers, and generators; oxygen regulators and tanks for use in aircraft; radio ground equipment used for the direction and navigation of aircraft; and valves for use in aircraft engines.

"The regulations should not, however, be considered to apply to component parts of the articles mentioned herein, unless such component parts are exported in such a manner as to approximate in fact unassembled units of the articles listed."

Cultural Relations

ACTIVITIES IN PERU

The American Embassy in Lima, Peru, reports a considerable increase recently in activities in the field of cultural relations between the United States and Peru. Of particular interest is the information that the University of San Marcos, at a recent session, considered the establishment of the summer school as a permanent department of that institution, owing to the great success of the 1940 session of the school, which was established on a provisional basis. Plans have already been established to hold a 1941 session.

The recent visits to Peru of numerous citizens from the United States have also served to develop closer relations between the two countries. Dr. M. Herbert Barker, of the Passavant Memorial Hospital of Chicago, expressed his desire to offer a fellowship for special research work at Northwestern University to a promising Peruvian recently graduated from San Marcos Medical Faculty. Miss Sarah G. Knott, National Director of the National Folk Festival, arrived in Peru to investigate the possibilities

of sending to the United States a group of Peruvians to provide popular folklore music and to dance and sing at the seventh annual meeting of the festival in Washington.

A new development of the interchange of ideas between Peru and the United States is the information contained in the despatch that the National Radio Broadcasting Station of Peru has initiated a weekly service of broadcasts, in English, intended for American listeners in the United States. The initiative comes from the President of the Republic, Dr. Manuel Prado, according to a news item printed February 20, 1941, in *La Crónica*. The programs are under the control of the Foreign Office. Mr. Victor Llona, author and literary critic, who has lived many years in France and in the United States, is in charge of these broadcast programs, which will include concise talks and lectures on historical, literary, artistic, and kindred topics, as well as on subjects of special interest to women.

DISTRIBUTION OF EDUCATIONAL MOTION PICTURES IN THE AMERICAN REPUBLICS

In a recent release to the newspapers, Nelson A. Rockefeller, Coordinator of Commercial and Cultural Relations Between the American Republics, announced an extensive program for the collection, distribution, and, when necessary, the production of informative and educa-

tional non-theatrical motion pictures for use in the American republics.

Films made available as a result of this program, which is being carried out in cooperation with the Department of State, will be offered for showing before schools, universities, cul-

tural institutions, and other appropriate organizations and groups in the other American republics.

The Film Library, Inc., of the Museum of Modern Art in New York, under the direction of the Coordinator's Office will gather desirable films from all sources and, after reviewing them, will cut and edit them for sound-tracking in Spanish and Portuguese. Distribution of the prints to the other American republics will be undertaken in cooperation with the Department of State.

The Film Library has in its files 13,000,000 feet of film. In 1940 it circulated 174 different titles among 280 colleges, study groups,

and museums in 41 States. All of this material will be made available for use in the new program. The Museum of Modern Art will also arrange for the production of new films on special subjects should this prove necessary because of a lack of appropriate existing films.

In order to make available in the United States educational motion pictures of the other American republics the Library will purchase suitable foreign-made film for the Coordinator's Office and will arrange for its distribution in the United States in cooperation with the Department of State.

VISIT OF EDUCATOR FROM COLOMBIA

[Released to the press March 22]

Dr. José María Restrepo-Millán, an outstanding leader in the field of education in Colombia, will arrive in New York from South America on Monday, March 24, on board the S.S. *Santa Clara*.

Dr. Restrepo-Millán is coming to the United States at the invitation of the Department of State. During his visit of several months he will meet and confer with educators in this country interested particularly in the field of secondary education. Dr. Restrepo-Millán's interest in secondary education is based on his desire to gain a working knowledge of the different methods, apart from specific scientific and technical studies, that American educators use to prepare young men and women to take their places in their communities. In addition to his studies on this aspect of our educational system, Dr. Restrepo-Millán plans to deliver several lectures at universities and will gather

material for a series of articles in Spanish on many and varied aspects of American life, for syndication in South America.

Dr. Restrepo-Millán is National Inspector of Secondary Education in the Ministry of Education of Colombia and has had a distinguished career as an educator. He was professor of latin and greek at the School of Law of the National University of Colombia and also served as professor of latin, greek, history of the Spanish language, and linguistics at the Escuela Normal Superior (Teachers' College) in Bogotá. He is the author of various publications, including *Educational Values of the Study of Languages* and *Horace—His Lyrics in the Light of Modern Taste*.

Dr. Restrepo-Millán will spend a few days in New York and will then proceed to Washington, where detailed plans for his sojourn in this country will be arranged in cooperation with officials of the Department of State.

CREATION OF MUSIC DIVISION IN THE PAN AMERICAN UNION

Cultural relations in the field of music will now have a clearinghouse for information concerning the music of the Americas. The estab-

lishment of a new Music Division at the Pan American Union was announced March 15 by Dr. Leo S. Rowe, Director General of the

Union. The idea for the creation of the Music Division originated at the Conference on Inter-American Relations in the Field of Music, which met in Washington during October 1939 under the auspices of the Department of State.

The main work of the Music Division will be to make available knowledge of the music and musical activities of the other American republics throughout the United States, and, similarly, to make available knowledge regarding music of the United States throughout the other American republics. The services of the Division will be available to the average student and music lover, to amateur performers, and to public schools, as well as to scholars, professional artists, and composers. One of the first projects the Division will undertake is the publication of a series of reports on the music of the American republics.

The establishment of a separate division of music at the Pan American Union was proposed by the Inter-American Music Committee, created by the 1939 conference. Realization of the project was finally made possible through the cooperation of the Music Division of the Library of Congress, the American Council of Learned Societies, the Office of the Coordinator of Commercial and Cultural Relations Between the American Republics, and the Carnegie Corporation.

Mr. Charles Seeger, an eminent musicologist, has been appointed Chief of the new Division. A graduate of Harvard, he was professor and chairman of the Department of Music at the University of California for 7 years, and subsequently was lecturer for 12 years at the Juilliard School of Music in New York. For the past 2 years he has been Assistant Director of the Federal Music Project. Mr. Seeger has also done a considerable amount of composing and is a frequent contributor to journals of music.

The Pan American Union has long been engaged in the task of making the music of Latin America better known to the United States. In the past its efforts to popularize the music of Latin America have been carried out princi-

pally by means of concerts and broadcasts and through the loan of musical scores to interested individuals and organizations.

INSTITUTES ENGAGED IN PROMOTION OF CULTURAL RELATIONS

The following institutes in the other American republics are engaged in the promotion of cultural relations between those countries and the United States:

Argentina: Buenos Aires. Instituto Cultural Argentino-Norteamericano—Dr. Cupertino del Campo, *President*; Dr. Amaranto A. Abeledo, *Secretary*. Malpú, 686, Buenos Aires.

Córdoba. Instituto Cultural Argentino-Norteamericano—Señor Don Exequiel Feigín, *President*; Dr. Enrique Gaviola. Colón, 769, Córdoba.

Brazil: Rio de Janeiro. Instituto Brazil-Estados Unidos—Capt. Francisco Radler de Aquino, *President*; Senhor Adhemar de Canindé Jobim, *Secretary*. Rua Mexico, 90, Rio de Janeiro.

Porto Alegre. Instituto Cultural Brasileiro Norteamericano—Senhor Erico O. Mello, *President*; Senhor Plácido Puccini, *First Secretary*. Rua 7 de setembro, N. 1156, 4o. andar, Sala 2, Porto Alegre.

São Paulo. União Cultural Brazil-Estados Unidos—Dr. A. C. Pacheco e Silva, *President*. Rua dos Ingleses, 258, São Paulo.

Chile: Santiago. Instituto Cultural Chileno-Norteamericano—Dr. Ernesto Barros Jarpa, *President*; Señor Eugenio Pereira Salas, *Secretary*. Casilla, 9286, Santiago.

Honduras: Tegucigalpa. Instituto Hondureño de Cultura Interamericana—Dr. Jorge Fidel Durón, *President*; Señorita Ofelia Mendoza, *Secretary*. Tegucigalpa.

Peru: Lima. Instituto Cultural Peruano-Norteamericano—Dr. Alfredo Álvarez Calderón, *President*; Dr. Manuel Beltroy, *Secretary*. Jirón Carabaya, 780, Lima.

Uruguay: Montevideo. Alianza Cultural Uruguay-Estados Unidos de Norte América—Dr. Eduardo Blanco Acevedo, *President*; Dr. Carlos Alberto Estapé, *Secretary*. Piso 2, 217, Edificio de la Bolsa de Comercio, Montevideo.

On September 5, 1940, a Colombian-North American Cultural Institute was established at Bogotá on the initiative of Dr. Jorge Bejarano, a leading medical doctor. Activities and program are in process of formation. Dr. Baldomero Sanín Cano is the president.

International Conferences, Commissions, Etc.

PAN AMERICAN INSTITUTE OF GEOGRAPHY AND HISTORY

[Released to the press March 17]

This Government has accepted the invitation of the Government of Peru to be represented at the Third General Assembly of the Pan American Institute of Geography and History which will be held in Lima from March 30 to April 8, 1941. The Institute was established pursuant to a resolution of the Sixth International Conference of American States held in Habana, Cuba, in 1928 and maintains permanent headquarters in Mexico City.

The Government and leading historians and geographers throughout the country have taken an active interest in the work of the Institute since its establishment. Two prominent citizens of the United States, Dr. Wallace W. Atwood, President of Clark University, and Dr. John C. Merriam, President Emeritus of the Carnegie Institution of Washington, have occupied the organization's presidency, Dr. Merriam being the present incumbent.

Congress authorized this Government's membership in the Institute in 1935 and since 1936 has appropriated annually the sum of \$10,000 for the payment of this Government's share in the support of the organization.

The Second General Assembly of the Institute was held in Washington in October 1935 at the invitation of the President pursuant to special legislative enactment.

In addition to the valuable service it has rendered in the collection and dissemination of geographic and historical material, the Institute has conducted numerous explorations and surveys in the fields of anthropology, archaeology, volcanology, geology, etc. The Institute maintains close contact with professional organizations and educational institutions throughout the hemisphere particularly interested in the work being carried on in its several fields.

With the approval of the President the following delegation will represent this Government at the forthcoming Assembly:

The Hon. R. Henry Norweb, American Ambassador, Lima, Peru, *chairman of the delegation*

Clarence H. Haring, Ph.D., Professor of Latin American History, Harvard University, *vice chairman of the delegation*

John C. Merriam, Ph.D., President of the Pan American Institute of Geography and History, President Emeritus of the Carnegie Institution of Washington, *vice chairman of the delegation*

Mr. S. Whittemore Boggs, Geographer, Department of State

Herbert E. Bolton, Ph.D., Emeritus Professor of History, University of California

Charles W. Hackett, Ph.D., Professor of Latin American History, University of Texas

Mr. Charles B. Hitchcock, Head of the Department of Hispanic American Research, American Geographical Society

Eliot Grinnell Mears, LL.D., Professor of Geography and International Trade, Graduate School of Business Administration, Stanford University

James T. Shotwell, Ph.D., Professor of History, Columbia University

T. Dale Stewart, Ph.D., Assistant Curator, Division of Physical Anthropology, United States National Museum

Arthur P. Whitaker, Ph.D., Professor of Latin American History, University of Pennsylvania

Albert A. Giesecke, Ph.D., American Embassy, Lima, Peru, *secretary of the delegation*

Treaty Information

Compiled in the Treaty Division

WATERWAYS

GREAT LAKES-ST. LAWRENCE WATERWAY PROJECT

An agreement between the United States and Canada providing for the cooperative development and utilization of the water in the Great Lakes-St. Lawrence River Basin for navigation and power was signed on March 19, 1941. The text of the agreement; an exchange of notes between the Prime Minister and Secretary of State for External Affairs of Canada, the Right Honorable W. L. Mackenzie King, and the American Minister to Canada, Mr. Pierrepont Moffat; and reports by the United States St. Lawrence Advisory Committee and the Canadian Temporary St. Lawrence Basin Committee are printed in this *Bulletin* under the heading "Canada".

PROMOTION OF PEACE

TREATY WITH THE UNION OF SOUTH AFRICA AMENDING THE TREATY FOR THE ADVANCEMENT OF PEACE WITH GREAT BRITAIN, SIGNED SEPTEMBER 15, 1914

On March 18, 1941 the President proclaimed the treaty between the United States and the Union of South Africa, signed on April 2, 1940, amending in their application to the Union of South Africa the provisions which concern the organization of commissions for the settlement of disputes contained in the Treaty for the Advancement of Peace between the United States and Great Britain, signed at Washington, September 15, 1914 (Treaty Series 602). The treaty with the Union of South Africa went into effect on March 11, 1941, on the exchange of the ratifications of the two Governments on that day.¹ It will shortly be printed as Treaty Series 966.

¹ *Bulletin* of March 15, 1941 (vol. IV, no. 90), pp. 293-294.

COMMERCE

INTER-AMERICAN COFFEE-MARKETING AGREEMENT

El Salvador

By a letter dated March 14, 1941 the Director General of the Pan American Union informed the Secretary of State that the instrument of ratification by El Salvador of the Inter-American Coffee-Marketing Agreement, signed on November 28, 1940, was deposited with the Union on March 11, 1941. The instrument of ratification is dated February 6, 1941.

CONCILIATION

TREATY WITH LIBERIA

The American Minister to Liberia reported by a telegram dated March 14, 1941 that the exchange of ratifications of the Conciliation Treaty between the United States and Liberia, signed on August 21, 1939, took place at Monrovia on March 13, 1941. The treaty entered into force on the date of the exchange of ratifications and it will remain in force continuously unless and until terminated by one year's written notice given by either High Contracting Party to the other.

SPECIAL ASSISTANCE

FINANCIAL CONVENTION WITH THE DOMINICAN REPUBLIC REVISING THE CONVENTION OF 1924

On March 17, 1941 the President proclaimed the Convention between the United States of America and the Dominican Republic signed at Washington on September 24, 1940,² modifying the Convention of December 27, 1924 (Treaty Series 726) between the two countries providing for the assistance of the United

² See the *Bulletin* of September 28, 1940 (vol. III, no. 66), pp. 271-272.

States of America in the collection and application of the customs revenues of the Dominican Republic.

Ratifications of the new convention were exchanged in the Department of State by Secretary Hull and Dr. Rafael L. Trujillo, Ambassador Extraordinary of the Dominican Republic on Special Mission, on March 10, 1941.

Under the provisions of article IX of the new convention it entered into force upon the exchange of ratifications, and the Convention signed on December 27, 1924 ceased to have effect on that day with the exception that certain provisions of the Convention of 1924 will remain in force until the necessary measures have been taken by both Governments to put the provisions of the new convention into operation.

Under the new convention the Government of the Dominican Republic will resume the collection of that country's customs revenues which, under the provisions of the Convention of 1924, have been collected by an official appointed by the President of the United States, and the General Receivership of the Dominican Customs will be abolished. The new convention provides for the selection of a depository bank, by mutual agreement between the two Governments, which will be the sole depository of all the revenues of the Dominican Government. No disbursements of Government funds are to be made by the depository bank until certain payments have been made, including interest and amortization charges on outstanding dollar bonds. The transmission of these funds to the Fiscal Agent or Agents of the loans will be through an official, chosen by the two Governments, who will act as the representative of the holders of the 1922 and 1926 bonds.

It is stipulated in the new convention that the payments on the bonds and the compensation of the bondholders' representative and of the depository bank shall be an irrevocable first lien upon all the revenues of the Dominican Government. Under the convention of 1924 the holders of the bonds had a claim against only the customs revenues. The restriction of the 1924 convention which specified that there should be no increase in the Dominican public debt with-

out the consent of the United States is omitted from the new convention.

The agreement between the Dominican Republic and the Foreign Bondholders Protective Council concluded in 1934 regarding the rate of amortization of the outstanding bonds remains in effect.

At the time the new convention was signed notes were exchanged by the Governments of the United States and the Dominican Republic providing for the liquidation at the rate of \$125,000 annually of the claims of United States nationals against the Dominican Republic; and for the payment of benefits to two retired officials who served in the General Receivership of Dominican Customs for many years.

Simultaneously with the exchange of ratifications of the new convention, notes were exchanged designating the depository bank, the official who shall transmit payments to the fiscal agents of the loans, and the salary of that official.

The conclusion of the new convention is another step in the development and coordination of the good-neighbor policy based on mutual respect and confidence among the countries of this hemisphere.

PROPERTY

SUPPLEMENTARY CONVENTION WITH GREAT BRITAIN CONCERNING THE TENURE AND DISPOSITION OF REAL AND PERSONAL PROPERTY

On March 17, 1941, the President proclaimed the supplementary convention between the United States and Great Britain and Northern Ireland, Australia and New Zealand, signed May 27, 1936, which entered into effect on March 10, 1941 by the exchange of ratifications thereof on that day.⁹ This supplementary convention reopens the convention between the United States and Great Britain for the tenure and disposition of real and personal property signed March 2, 1899 (Treaty Series 146) to adherence in respect of colonies, protectorates

⁹ *Bulletin* of March 15, 1941 (vol. IV, no. 90), pp. 292-293.

and mandated territory under the authority of either Great Britain and Northern Ireland, Australia or New Zealand.

The Foreign Service

PERSONNEL CHANGES

[Released to the press March 22]

The following changes have occurred in the American Foreign Service since March 15, 1941:

CAREER OFFICERS

Cecil M. P. Cross, of Providence, R. I., First Secretary of Embassy and Consul at Paris, France, has been assigned as Consul General at São Paulo, Brazil.

Cavendish W. Cannon, of Salt Lake City, Utah, Third Secretary of Legation and Consul at Athens, Greece, has been assigned for duty in the Department of State.

Dorsey Gassaway Fisher, of Maryland, now serving in the Department of State, has been designated Second Secretary of Embassy and Consul at London, England, and will serve in dual capacity.

The assignment of Ralph J. Blake, of Portland, Oreg., as Consul at Taihoku, Japan, has been canceled. Mr. Blake will remain at Tokyo, Japan, as Consul.

John L. Bankhead, of Florida, Vice Consul at Mexico City, Mexico, has been assigned as Vice Consul at Vancouver, British Columbia, Canada.

Paul E. Geier, of Cincinnati, Ohio, having been appointed Foreign Service officer, unclassified; Vice Consul of Career; and Secretary in the Diplomatic Service of the United States, has been assigned as Vice Consul at Tangier, Morocco.

DEPARTMENT OF STATE BULLETIN

NON-CAREER OFFICERS

Linton Crook, of Anniston, Ala., Vice Consul at Palermo, Italy, has been appointed Vice Consul at Marseille, France.

Regulations

The following regulations may be of interest to readers of the *Bulletin*:

Export Control Schedule No. 1 [designating as of April 15, 1941, the forms, conversions, and derivations of articles and materials designated in the proclamations issued pursuant to section 6 of the act of July 2, 1940]. March 15, 1941. (Administrator of Export Control.) *Federal Register* of March 21, 1941 (vol. 6, no. 56), pp. 1536-1541 (The National Archives of the United States).

Publications

DEPARTMENT OF STATE

Allocation of Tariff Quota on Crude Petroleum and Fuel Oil: Proclamation by the President of the United States of America, Issued December 28, 1940 Pursuant to Article VII of the Reciprocal Trade Agreement Between the United States of America and Venezuela Signed November 6, 1939. Executive Agreement Series 192. Publication 1555. 5 pp. 5¢.

Exchange of Official Publications: Agreement Between the United States of America and Honduras—Effectuated by exchange of notes signed December 2 and 12, 1940; effective December 12, 1940. Executive Agreement Series 194. Publication 1564. 6 pp. 5¢.

Foreign Consular Offices in the United States. February 1, 1941. Publication 1566. iv, 57 pp. 15¢.

World Crisis and the American Farmer: Address by Dean C. Acheson, Assistant Secretary of State, Before the Fifth Annual National Farm Institute, Des Moines, Iowa, February 21, 1941. Commercial Policy Series 69. Publication 1574. 9 pp. 5¢.

U. S. GOVERNMENT PRINTING OFFICE: 1941

For sale by the Superintendent of Documents, Washington, D. C.—Price 10 cents - - - - - Subscription price, \$2.75 a year

PUBLISHED WEEKLY WITH THE APPROVAL OF THE DIRECTOR OF THE BUREAU OF THE BUDGET